

# **JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES**

## **Membership**

**Cambridge City Council:** Cllrs Blencowe (Vice-Chair), Baigent, Bird, Price, C. Smart and Holt, Alternates: Herbert, Gawthrop and Moore

**Cambridgeshire County Council:** Cllrs Ashwood, Hipkin, Kenney and Orgee, Alternates: Harford, Loynes, Nethsingha and Williams

**South Cambridgeshire District Council:** Cllrs Bard (Chair), Cuffley, de Lacey, Nightingale, Shelton and Van de Weyer, Alternates: Bygott, Wotherspoon, Lockwood, Davies, Hales and Stonham

**Date:** Wednesday, 16 March 2016

**Time:** 10.30 am

**Venue:** Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

**Contact:** Sarah Steed

**Direct Dial:** 01223 457013

## **AGENDA**

### **1 Apologies**

To receive any apologies for absence.

### **2 Declarations of Interest**

Members are asked to declare at this stage any interests that they may have in an item shown on this agenda. If any member of the Committee is unsure whether or not they should declare an interest on a particular matter, they should seek advice from the Head of Legal Services **before** the meeting.

### **3 Minutes**

To follow.

**All Committee Members may vote on this item**

- 4 S/3102/15/FL and 15/2317/FUL - Land at Chesterton Sidings, Cowley Road Cambridge CB2 9LD (Pages 7 - 64)**

**City and County Members only have voting rights on Clay Farm-Showground**

- 5 15/1829/REM - Land South of Secondary School Playing Fields and North of Addenbrookes Busway Spur Within Clay Farm Green Corridor, Clay Farm, Cambridge, Cambridgeshire (Pages 65 - 100)**

### **Quorum for This Item/Application:**

The quorum for the Committee comprises 3 members of Cambridge City Council, 3 members of South Cambridgeshire District Council and 2 members of Cambridgeshire County Council.

### **Speaking at the Committee by Other Members of the Councils**

A member of any of the councils who is not a member of the committee or a member of a parish council (in respect of applications relating to sites in their own parish) may speak at a meeting of the committee at the request or with the permission of that committee or of its Chair made or obtained before the meeting. Such request or permission shall specify the matters in respect of which the member shall be permitted to speak.

## **Information for the Public**

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Members of the public who want to speak about an application on the agenda for this meeting may do so, if they have submitted a written representation within the consultation period relating to the application and notified the Committee Manager that they wish to speak by **12.00 noon on the day before** the meeting.

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The submission of late information after the officer's report has been published is to be avoided.

A written representation submitted to the Environment Department by a member of the public after publication of the officer's report will only be considered if it is from someone who has already made written representations in time for inclusion within the officer's report. Any public representation received by the Department after 12 noon two business days before the relevant Committee meeting (e.g by 12.00 noon on Monday before a Wednesday meeting; by 12.00 noon on Tuesday before a Thursday meeting) will not be considered.

The same deadline will also apply to the receipt by the Department of additional information submitted by an applicant or an agent in connection with the relevant item on the Committee agenda (including letters, e-mails, reports, drawings and all other visual material), unless specifically requested by planning officers to help decision-making.

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# Agenda Item 4

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date:

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<b>Application Number</b>	S/3102/15/FL	<b>Agenda Item</b>	
<b>Date Received</b>	17th December 2015	<b>Officer</b>	Andrew Fillmore
<b>Target Date</b>	17th March 2016		
<b>Parishes/Wards</b>	Milton Parish Council, Horningsea Parish Council and Fen Ditton Parish Council		
<b>Site</b>	Land at Chesterton Sidings, Cowley Road, Cambridge, CB2 9LD		
<b>Proposal</b>	A new 450 sq m station building and associated infrastructure, including 450 space rail station car park, 1000 cycle park, main vehicular access road to the station and creation of access route to the Guided Busway, pedestrian and cycle links to surrounding areas and extension to the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line		
<b>Applicant</b>	Brookgate Limited & Network Rail		
<b>Recommendation</b>	Delegated authority to approve subject to completion of S106 legal agreement.		
<b>Application Type</b>	Major	<b>Departure:</b>	No

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<b>Application Number</b>	15/2317/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	17th December 2015	<b>Officer</b>	Hilary Kernohan
<b>Target Date</b>	17th March 2016		
<b>Parishes/Wards</b>	East Chesterton		
<b>Site</b>	Land at Chesterton Sidings, Cowley Road, Cambridge, CB2 9LD		

<b>Proposal</b>	A new 450 sq m station building and associated infrastructure, including 450 space rail station car park, 1000 cycle park, main vehicular access road to the station and creation of access route to the Guided Busway, pedestrian and cycle links to surrounding areas and extension to the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line.	
<b>Applicant</b>	Brookgate Limited & Network Rail	
<b>Recommendation</b>	Delegated authority to approve subject to completion of S106 legal agreement.	
<b>Application Type</b>	Major	<b>Departure:</b> No



The above application(s) have been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

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### 0.0 INTRODUCTION

- 0.1 Planning permission was originally granted on 23 July 2014 by the Fringe Sites Joint Development Control Committee (JDCC) (under application reference S/1497/13/CM and C/05001/13/CC) for the erection of a station building and associated works. This permission was granted under

Regulation 3 of the Town and Country Planning General Regulations 1992 and cannot be implemented by Network Rail.

- 0.2 Subsequently Network Rail submitted a new planning application for the proposed Cambridge North Station proposals in its name only (the Network Rail 'Mirror Application'). Full planning permission was sought (under the Town and Country Planning Act 1990) by Network Rail in May 2015 (under planning application reference 15/0994/FUL and S/1236/15/FL) to establish an implementable planning permission for the development of the new Cambridge North Station. This Mirror Application secured a resolution to grant at the JDCC on 19 August 2015, subject to completion of a S106 legal agreement securing bio-diversity enhancements and infrastructure improvements for pedestrians, cycles and buses. This agreement has not yet been completed and therefore the planning consent has not been issued, although this is anticipated to take place very shortly.
- 0.3 This proposal seeks permission for a revised but similar scheme to the previous applications, with amendments principally relating to arrangements for the station access road and car parking, which can be summarised as follows:
- The car park is to be relocated and reconfigured to form a rectangular shaped surface car level park north of the proposed station building and adjacent to the re-aligned rail line. The car park will remain as a 450 space surface car park, with 428 standard parking spaces in the Network Rail car park and 22 disabled spaces on Station Square.
  - The proposed access road is to be relocated to the northern end of the station car park to provide a direct route to the station and with separate access connecting to the car park and guided busway.
  - Minor changes to the configuration of Station Square
  - Relocation and reconfiguration of the taxi-drop-off and pick-up zone
- 0.4 The remainder of the proposal remains unchanged as per the Mirror Application (see Proposal section below).
- 0.5 Members should note construction has commenced on site with Network Rail advising the following works have taken place:
- Station Building CFA Piling and Ground Beams*** - consisting of 12m deep piles and ground beams, all piles terminate below ground level.
- Station Building Ground Slab*** - reinforced concrete ground slab, measuring approximately 23m x 30m, cast insitu.
- Platform Construction*** – comprising a Crash Protection Zone consisting of 12m deep piles and reinforced concrete ground beams protruding approximately 0.9m above ground level.

**Modular Polystyrene Platform Front-Face** - modular polystyrene and precast coper platforms consisting of polystyrene blocks, which are ground bearing, and reinforced with concrete copers. The platforms extend c. 1m above existing ground and are 254m in length, either side of the main running line.

- 0.6 Additionally Network Rail advice the following works are proposed to continue:

**Vegetation Clearance** - Vegetation clearance of areas within the footprint of the addendum application required to be carried out in advance of the bird nesting season commencing on 01 March 2016.

**Lift shaft construction – Platforms** - precast concrete segments (fabricated off site) that will be lifted into their final position.

**Lift shaft construction – Station** - The station lift shaft will be constructed insitu with reinforced concrete.

- 0.7 In explanation Network Rail state the ongoing works will not reach a point where physical works will depart from the “approved” Mirror Application. They advise that only possession critical works have commenced on site within the footprint of the station building and platforms. The “proposed” amendments scheme (i.e. access, Station square and car park) does not seek to alter station building or platforms. Works to implement aspects of the amendment application which is the subject of this report are not currently programmed to commence until late April.

- 0.8 The works referred to above are unauthorised as Network Rail do not currently benefit from a planning consent which they can implement, until the S106 agreement is completed for the Mirror Application. In addition, it should be noted that Network Rail are proposing to amend the wording of a number of conditions, including pre-commencement conditions relating to contamination and drainage on the Mirror Application. Discussion between officers and Network Rail have progressed with draft information relating to these conditions received, but clearly as planning permission has not been granted these conditions have not been discharged.

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The planning application seeks approval for the location of the development proposal largely within the SCDC Parish of Milton, but with a small part lying within the City ward of East Chesterton, which is the reason why two planning applications have been submitted, but for the single proposal. To the north of the proposed site lies industrial development on Cowley Road, former railway engineering depot sidings, another operational aggregates rail terminal and Cambridge Sewage Works. To the east of the site is the main West Anglia main line railway flanked by primarily single storey residential development and land in industrial uses accessed off Fen Road, East Chesterton. To the west of

the site is the St Johns Business Park and to the south of the site are the Nuffield Road allotments / Bramblefields Local Nature Reserve and wider residential area of East Chesterton.

- 1.2 The railway level crossing on Fen Road is located 305 metres from the proposed station building and access across the railway is controlled by an automatic barrier crossing monitored by CCTV. The location of the current rail access from the mainline into the freight reception track and associated sidings acts a constraint on the location of the proposed new station platforms at the site. Other existing railway infrastructure (e.g. overhead electric lines) also influences the layout and scale of the station development proposed.
- 1.3 The proposed development site has no known linkages to any sites of international ecological importance (e.g. SAC / SPA), or to any national ecological designations i.e. SSSIs. However, it is adjacent to a Local Nature Reserve (Bramblefields LNR) which is a recognised site of County importance.
- 1.4 The proposed site lies within in Flood Zone 1 and approximately 400 metres from Flood Zone 2 and 3.

## **2.0 THE PROPOSAL**

- 2.1 The proposed Cambridge Station Interchange (CSI) comprises a new railway station, car park and an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links). The interchange facility will be linked into the existing 'Guided Busway' network at Milton Road by a length of new bus route. Part of this new link already has the benefit of planning permission from an earlier enabling Transport and Works Order issued by the Sectary of State relating to the wider Busway scheme. The station will operate from 05:30hrs to 01:00 hrs daily.
- 2.2 The proposed new railway station development will encompass a station building with passenger waiting facilities, toilets, ticket office and amenity space. The development will also include two main line platforms and a bay platform with an elevated enclosed footbridge (with lifts to the platform ) providing access over the main lines and operational freight tracks from the station building to the new platforms. Other aspects of the development include two car parks (Network Rail car park and disabled car park/pick up - drop off/taxis) and cycle parking (1,000) spaces and associated hard and soft landscaping. The application site also includes vehicular and pedestrian access from Cowley Road and a number of cycle/pedestrian access points to the site.
- 2.3 The station building will be located in the south of the application site with a gross external footprint of approximately 750sqm. The building is predominantly 2 storeys high with a third storey section allowing access to the elevated enclosed 43m long over-line crossing. The crossing route then descends to the platforms via 2 covered stairwells. The platforms are 254m in length with 40m being covered. The height of the station building

at the second storey is 6.9m which rises to 10.35m at the third storey level. The station building is 28.3m wide and 27.1m in depth. The main station building will have a green/brown roof. The station building is made of and clad in a number of different materials, but the appearance of the building is dominated by the proposed use of perforated metal panels in the 'Game of Life' pattern. The exit from the station building opens on to a large public space (Station Square). To the south of the station building is a large secure, covered cycle storage area. The saw tooth roofline of the cycle storage building is 6m high accommodating solar panels on the predominantly transparent roof.

- 2.4 The guided busway enters the site on the north west boundary and the bus route continues along the south western flank of the site, following, in part, the former alignment of the now removed branchline to St.Ives up to the bus stops and bus turning area.
- 2.5 The main car park is configured to form a rectangular shape north of the station building adjacent to the railway line and is interspersed with elements of landscaping such as planting beds and hedging. A disabled car park/taxi rank/passenger pick up and drop off point is positioned between the station building and access road.
- 2.6 The proposed development will use photo voltaic panels to deliver 10% of the station building's total energy requirements.
- 2.7 The following key documents have been submitted with this application: Environmental Statement, Transport Assessment, Planning and Consultation Statement, Design and Access Statement, Health Impact Assessment, Sustainability and Energy Statement, Socio-Economic Statement, Utilities Assessment, Decommissioning Management Plan, Ground Investigation Report and Contamination Assessment, Drainage Report and Noise and Vibration Report.

### **3.0 RELEVANT SITE HISTORY**

- 3.1 With the exception of that part of the site along Cowley Road the application land has been in railway use for many years. Within the application site is an active aggregates rail terminal consisting of one rail siding and adjacent ancillary land. This use was established in the late 1980's under permitted development rights. Initially it was operated by Foster Yeoman receiving stone from the Mendip Hills in Somerset but latterly has been operated by local company Frimstone Ltd handling recycled stone for the construction industry. The current aggregates rail siding will need to be re-located to permit the construction of the proposed development.
- 3.2 C/0500/13/CC – Extant permission made under Regulation 3 as set out above.
- 3.3 S/1236/15/FL and 15/0994/FUL - Proposed Development for 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 main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line.  
– Committee resolution to approve subject to completion of S106 Legal Agreement.

#### **4.0 PUBLICITY**

Advert – Yes  
Site Notice – Yes  
Adjoining Owners/Occupiers – Yes

- 4.1 Extensive pre-submission consultation was undertaken by the previous applicants, Cambridgeshire County Council. The County Council undertook pre-submission consultation with key stakeholders, business and the local community. This included press releases, public exhibitions and letters.
- 4.2 The Mirror Application was subject to 2 rounds of consultation, the first notified everyone who commented on the extant County application C/0500/13/CC. The second round of consultation was more focused as amendments were submitted to respond to particular comments raised through the first consultation.
- 4.3 The current application has been subject to pre-application discussion with officers from both local planning authorities, including three design workshops, as well as presentations to Members. The application has been subject to publicity in accordance with statutory requirements including extensive local consultation letters, press notices and display of site notices. Copies of the planning application and accompanying documentation were made available for public inspection at South Cambridgeshire Hall, Cambourne and Mandela House, Cambridge.

#### **5.0 POLICY**

##### **National Planning Policy Framework (2012) and National Planning Practice Guidance (2014)**

- 5.1 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the Development Plan and local decision making.

- 5.2 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a national planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when this site was launched.
- 5.3 On 31 August 2015 the DCLG Chief Planning Officer issued a planning policy relating to intentional unauthorised development, making a change to national policy with intentional unauthorised development becoming a material consideration. This was confirmed in a Ministerial Statement to Parliament on 17 December 2015.

#### Local Development Plan Policy

- 5.4 The proposed development constitutes a 'cross boundary application' and so policies for both South Cambridgeshire District Council and Cambridge City Council must be considered together with the adopted Minerals and Waste Local Development Framework. The Local Transport Plan (LTP3) Policies and Strategy 2011-2026 was adopted in March 2011.

#### Emerging Planning Policy

- 5.5 Both Cambridge City Council and South Cambridgeshire District Council have submitted their draft submission Local Plans with the Examination in Public currently suspended. Both local planning authorities have included in their draft plans an intention to produce an Area Action Plan (AAP) to guide re-development of land within the Cambridge Northern Fringe East Area within which the proposed development is situated. The consultation on the Issues and Options Report closed on 2 February 2015. The AAP is still under preparation; however it will establish the quantum of development, site capacity, viability, time scales and phasing of development within the action plan area. Once adopted, this will form part of the Development Plan for both South Cambridgeshire District Council and Cambridge City Council. In the meantime, the adopted Local Plans and the NPPF will have considerably more weight than emerging policies.

## **6.0 EXTERNAL AND INTERNAL CONSULTATIONS**

### **6.1 External Consultees**

**Cambridgeshire Constabulary (Architectural Liaison Officer)** – No objections, recommendations or further observations in relation to community safety and crime reduction.

**Cambridgeshire County Council (Archaeology)** – No objection. The programme of archaeological work put forward by the consultants is appropriate to mitigate the impact of the development. This scheme of investigation needs to be secured by condition.

**Cambridgeshire County Council (Highways Development Control)** – Externally this application replicated previous permitted developments and includes pedestrian/cycle route running parallel to Cowley Road. Question whether the conversion of the existing footway on Cowley Road to dual use is of significant benefit and suggested that the works on Cowley Road should provide an off-carriageway footway, to the same specification as proposed. The dual direction segregated cycleway should be a minimum of 4m wide wherever feasible.

**Cambridgeshire County Council (Transport Assessment Team)** – Given there is no substantial change between the CCC proposal that has permission, and this revised application, if minded to grant permission it is recommended that the Local Planning Authorities secure the same transport-related Conditions and Obligations as previously sought for the May 2015 (15/1236/FUL) application together with the delivery of the pedestrian/cycle route running parallel to Cowley Road.

**Historic England** – The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

**Cambridgeshire County Council (Lead Local Flood Authority)** – The applicant has met the minimum requirements of the NPPF. Recommend conditions restricting run-off rates and for maintenance arrangements for the surface water drainage system.

**Environment Agency** – No objection in principle. We are satisfied the principles adopted for the development are satisfactory and adequately address earlier concerns in respect of reducing risks to the water environment and providing appropriate site drainage.

(Groundwater protection) We are satisfied that the applicant has demonstrated no remediation will be undertaken and has designed a surface water drainage scheme that will reduce infiltration on site.

(Foul Water Drainage) All foul sewerage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam cleaning effluent shall be discharged to the foul sewer.

(Surface Water Drainage) The proposed SUDS scheme is primarily onsite attenuation discharging initially to the First Public Drain before ultimately falling into the River Cam. The council's engineer and Lead Local Flood Authority should agree final details including works to any watercourse, outfalls and discharge rates.

**Quality Panel** – The application has not been reported to the quality panel due to its close similarities to the previous application.

**Internal Consultees**



**Environmental Health** – Acceptable subject to conditions. The current application adequately assess the potential significant environmental health impacts associated with the development, by evaluation and prediction of their nature, extent and magnitude of any impacts. It also adequately identifies and describes the mitigation measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment. There are numerous Environmental Health issues and health detriments that need to be considered and effectively controlled by condition.

**Environmental Health (Contamination)** – Although it is not ideal that works have commenced, the outstanding measures can be adequately regulated through selective planning conditions.

**Access Officer** – With the new station being built on islands disabled people are dependent on lifts to access trains. If any of the lifts fail, including the lift from station entrance to overpass, services will be unusable. This could be mitigated by mounting platform stair climbing lifts from each island. Secondly, recommend that accessible toilets should be increased in size by 2.7m<sup>2</sup> to allow for people who need to change incontinence products.

**Cycling Officer** – Provision of a route along Network Rail track is welcome. Request the toucon crossing at the junction to the north be upgraded. The 150 spaces originally proposed to the north of the station should be provided or a route not requiring cyclists to dismount for those arriving from the north. Circa 20 cargo bike spaces are required.

**Drainage Officer** – Acceptable subject to imposition of conditions requiring details of the construction works on the First Public Drain prior to commencement of works on the car park, and a management and maintenance plan for the surface water drainage scheme for the life of the development.

**Ecology Officer** – The CEMP is acceptable. In terms of habitat creation, the details proposed are heading in the right direction but further information is required in respect of habitat creation for invertebrates. Recommend conditions requiring details of habitat creation measures.

**Landscape Officer** – Given the overall site is underdeveloped, the areas that have been shown for landscape, mitigation for visual impact and mitigation for nature conservation impact are wholly inadequate. All areas of landscaping require enlarging, therefore the car park location will need to move westward.

It is expected the car park and any future development would be visually mitigated by adequate, large species planting along the eastern boundary. To this and future management issues related to overhanging branches over the railway line, the landscape buffer should be a minimum of 15m wide and planted with staggered rows of large tree species.

All available planting areas shown on the car park layout plan should be planted with large and medium trees to mitigate the visual impact and lessen the heat island effect. All planting areas, particularly at the western edge of the car park, should be widened to a minimum width of 3m, with 500mm hard paved edge incorporated into the planting area to avoid opening of car doors into the planted areas.

The planting areas within the car park should be enlarged, at least below ground level, to accommodate additional rooting space for large and medium sized trees. Root barriers should not be used to fully encase tree pits and should not be installed lower than 600mm. Lighting within the car park should be not be located within the planting beds. Enough space should be allocated for below ground utilities without jeopardising the space required for healthy tree root development – dimensioned engineers sections are required.

The northern access road to the car park should have enough space to either side to be able to be landscaped.

Some of the planting beds shown are not wide enough to sustain healthy plant growth.

**Sustainability Officer – Support.** The updated Sustainability and Energy Statement demonstrates the development will slightly exceed the 10% carbon reduction, with the proposed maintenance arrangements acceptable. Recommend a condition the renewable energy measures proposed are carried out in full.

**Urban Design – Acceptable** subject to the imposition of conditions and minor amendments to landscape design of the station car park. Support the alignment of the principle access road, with the two roads connecting the busway and car park also acceptable in that they enable development on adjacent parcels. The revised location of the car park is broadly supported, with an increase in the area for tree planting assisting in mitigating the size and scale of the car park. Satisfied the station square meets the full range of needs and provides disabled parking bays within 50m of the station.

The competing requirements for an enclosure adjacent to the square, constraints of the angular alignment of the road would create public spaces that are not car/traffic free and could create development parcels that would be challenging to develop.

**Wildlife Trust –** The proposed relocation of the car park and realignment of the access road do not significantly change the overall potential impacts of the scheme on wildlife. Details of site-wide ecological mitigation and enhancements should be included in the ecological management plan.

**Cambridge Past, Present and Future – Support** this application. It is acknowledged the proposed amendments are significant improvements and we are encouraged by the reference to a multi-storey car park.

## **7.0 PARISH COUNCIL AND NEIGHBOUR REPRESENTATIONS**

7.1 **Fen Ditton Parish Council** - No comments received.

7.2 **Milton Parish Council** – No comments received.

7.3 **Horningsea Parish Council** – No comments received.

7.4 **Cambridge Business Park** – Pleased to see that under these revised proposals, the pedestrian/cycle access route to the north along Cowley Road has been amended to tie in with the consented gates, providing access to the business park, however we have concerns relating to the transport and traffic implications on the local highways network and the assessment of the cumulative impact of the station proposals and other planned proposals nearby and how they are addressed in the Environmental Impact Assessment.

7.5 Four representations have been received from local residents raising the following considerations: work undertaken by Network Rail has caused damage to Property; there is a need or drop –off/pick-up areas near the station for disabled passengers; more car parking provision is necessary; the car park needs to be repositioned due to concerns of noise disturbance, fear a multi storey car park will result in overlooking/loss of privacy.

## **8.0 ASSESSMENT**

8.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and is a material consideration in planning decisions. For decision-taking this means approving development proposals that accord with the development plan.

8.2 The planning system should promote sustainable growth which has three dimensions. The first of these is an economic role – contributing to building a strong responsive and competitive economy, ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and co-ordinating development requirements, including the provision of infrastructure. The NPPF puts significant weight on the need to support economic growth. Secondly a social role supporting vibrant communities, creating high quality development with accessible local services reflecting the needs of the community. Thirdly an environmental role in protecting and enhancing our natural, built and historic environment, helping improve biodiversity, foster prudent use of resources, minimize waste and pollution whilst moving towards a low carbon economy.

8.3 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

1. Principle of the development
2. Environmental Impact Assessment
3. Walking and cycling routes
4. Transport, Access and Bus Provision
5. Car Parking Provision
6. Cycle parking provision
7. Design, layout and landscaping
8. Ecology
9. Access Officer Comments
10. Noise vibration and air quality
11. Lighting
12. Contamination
13. Drainage
14. Sustainability
15. Archaeology
16. Public Art
17. Conditions

#### 8.4 **Principle of the development**

8.5 The proposed development is identified in policy SP/17 of South Cambridgeshire Site Specific Policies DPD (January 2010). Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility. Furthermore there is an extant consent which allows for Cambridgeshire County Council to construct the new station and associated works. In terms of the Mirror Application, the planning committee have resolved to approve this development subject to completion of a S106 Legal Agreement securing bio-diversity enhancements and transport infrastructure. This application scheme is largely consistent with the two previous schemes and the proposal is therefore considered acceptable in principle, subject to other material considerations.

8.6 Network Rail is undertaking and proposing to continue with work on site which is unauthorised. Whilst this is clearly regrettable and not to be encouraged and has been the subject of meetings between the local authorities and Network Rail, the delivery of the new railway station is subject to complex funding and timing constraints that have to be weighed in the balance, relative to the risks of the specific unauthorised works being carried out.

#### 8.7 **Environmental Impact Assessment**

8.8 A Screening Opinion was issued by Cambridgeshire County Council on 14.05.13 and a Scoping Opinion was issued on 18.12.12. The Screening Opinion concluded that the proposed development was EIA development

as it was likely to have significant effects on the environment. The current application is supported by an updated Environmental Statement.

8.9 Comments received on the application questioned whether the Environmental Statement (ES) should further consider the progress that has been made by both Local Plans and Cambridge Northern Fringe East Area Action Plan (CNFE AAP) and assess the wider potential cumulative effects that could arise.

8.10 Guidance in relation to how cumulative effects should be assessed is limited, however it is generally accepted that cumulative assessment of this nature should have regard to schemes which are 'reasonably foreseeable', and this should be determined on a case for case basis.

8.11 As the AAP and other related projects move forward, these will need to be subject to further EIA Screening processes that will include assessment of cumulative effects which will need to take into account the progress the wider AAP has reached at that point in time. Given the current level of uncertainty around the overall quantum of development that may come forward and the relatively early stage that the AAP process has reached, the Cumulative Impact Assessment in the ES is considered satisfactory.

#### **8.12 Walking and Cycling routes**

8.13 This application addresses concerns raised in the previous applications through provision of a segregated pedestrian and cycle link along the maintenance track adjacent to the first public drain, including pedestrian/cycle access links to Cambridge Business Park. The provision of this cycleway/footway is to be secured through a Section 106 Legal Agreement. In respect of other walking and cycling routes the application does not propose any amendments/alterations from the Mirror Application.

#### **8.14 Transport, Access and Bus Provision**

8.15 The development of a new train station in this location will have benefits for the highway network outside of the immediate area for example southbound movements on past the site entrance on Milton Road and car trips within Cambridge City Centre as a result of trips transferring from Cambridge Station to the proposed station.

8.16 As part of the proposal there will be changes to the Chesterton junction level crossing. The development will increase the total barrier downtime at the Chesterton Level Crossing per hour, the increase will be minimal and will have a minimal impact on vehicles using Fen Road to cross the railway line. The Transport Assessment (TA) assesses the delay to vehicles taking into account the average barrier down time and an increase in downtime of 20 seconds. It concludes that taking into account both scenarios all vehicles will be able to clear the crossing after each barrier down cycle before the next barrier down cycle is called. It concludes that as only four trains an hour will be subject to any increase in downtime (two of which will be subject to a few seconds delay) it is likely that most motorists using Fen

Road will not notice any difference in their journey times. In addition Network Rail are proposing to improve the safety of the Fen Road level crossing for pedestrians and cyclists. This is being dealt with through a separate process and is not the subject of this planning application.

- 8.17 The impact and mitigation measures for the local highway network are consistent with the extant permission and Mirror Application, and Cambridgeshire County Council has recommended that the same planning conditions and obligations are sought as those previously recommended.
- 8.18 In terms of bus provision this remains unchanged from the Mirror Application with the Transport Assessment (TA) identifying proposals for the Busway and Citi2 services to be extended to serve the interchange. The bus service to the station will travel along a separate bus service road.
- 8.19 It is anticipated that the existing Citi 2 service will be diverted into the site and provide a north-south link through the site every 10 minutes between Addenbrookes Hospital, the City Centre and Milton. An assessment of the passenger bus trips throughout the day shows peak use of the bus interchange between 08:00 and 10:00 and again between 17:00 and 19:00. The main flows inbound from 08:00 with people arriving on trains and outbound from 18:00 onto trains, this reflects travel to and from the workplace locally.
- 8.20 The number of passengers predicted to arrive at the proposed station by bus and guided bus could increase in the future, however the committed infrastructure being provided through the extension of the Busway would be able to accommodate a significant increase in Busway services with minimal impact.
- 8.21 There are expected to be four buses that will use the bus turning area every 10 minutes. In the event that four buses arrive together, as the turning area is located past the bus stands there is sufficient space for busses to wait without impacting on other users. The width of the carriageway adjacent to the bus stands provides sufficient space to allow busses to pass each other in a safe manner.
- 8.22 The bus service provision and arrangements for bus stands and turning at the station are considered sufficient to accommodate the bus service of 4 vehicles every 10 minutes and potential additional growth.
- 8.23 **Parking Provision**
- 8.24 The quantum of car parking proposed is the same as in the Mirror Application and extant permission, with 450 car parking spaces in total (428 main car park and 22 disabled spaces). This level of car parking is in line with the range of forecasts undertaken by the applicant and has twice been considered acceptable. Over provision of car parking could encourage access by car at the expense of other modes of transport such as public transport, walking and cycling. In conclusion 450 car parking

spaces is considered an appropriate level of car parking provision for this facility, with 22 disabled spaces compliant for policy requirements.

8.25 The revised layout of the car parks is considered in more detail below (design, layout and materials) in respect of its impact on the built environment. In terms of use, those using the disabled parking bays/taxi drop-off and pick-up/short term spaces will benefit from easy and traffic free access to the station building via the pedestrianised public open space on Station Square. Similarly users of the main car park will benefit from convenient traffic free access by foot to the station building.

8.26 Local residents have previously raised concerns about the probability of passengers parking in the surrounding residential streets. As part of the Section 106 legal agreement secured with the extant permission contained an obligation for the applicant to survey local roads in the vicinity of the station and monitor parking before and after the opening of the station. In the event that parking in residential streets has increased in the area the need for a parking control scheme would be considered by the County Council as the Highway Authority. It is proposed that this obligation is included in a new Section 106 agreement and would be an obligation on Network Rail.

#### 8.27 **Cycle parking provision**

8.28 The proposed scheme provides 1000 secure covered cycle spaces, Sheffield stands are proposed. Previous consultation responses have raised concerns that there is insufficient provision for 'off gauge' cycles, such as trailer bikes and wheelbarrow bikes.

8.29 The applicants have confirmed that due to the arrangement of the Sheffield stands the layout can accommodate off-gauge bicycles such as tricycles, cargo bicycles and disability bicycles. These bicycles can be parked within the current layout for the cycle parking at the ends of rows where there is sufficient space to accommodate 'off-gauge' bicycles. The applicants have confirmed that passengers using these types of bikes will be directed to the end of rows with appropriate signage, with the cycling officer advising there would be a need for circa 20 such spaces which can be secured by condition (Condition 36).

8.30 The cycling officer has expressed reservation that cyclists arriving from the north accessing the cycle park will be expected to dismount and walk around the drop off area and across the square. For reasons of 'way finding' (selecting a course of direction to a destination) it is considered a single bicycle parking area is beneficial. Further benefits arise relating to the ongoing management if a single facility is provided. Whilst potential conflict between cyclists and pedestrians could arise across the square, on balance, it is considered the solution proposed is acceptable for reasons relating to urban design.

#### 8.31 **Design, layout and landscaping**

8.32 This proposal differs from the previous schemes in that arrangements for the station access road and car parking have been altered as follows:

- The car park is to be relocated and reconfigured to form a rectangular shaped surface car level park north of the proposed station building and adjacent to the re-aligned rail line. The car park will remain as a 450 space surface car park, with 428 standard parking spaces in the Network Rail car park and 22 disabled spaces on Station Square.

- The proposed access road is to be relocated to the northern end of the station car park to provide a direct route to the station and with separate access connecting to the car park and guided busway.

- Minor changes to the configuration of Station Square

- Relocation and reconfiguration of the taxi-drop-off and pick-up zone

- All other aspects of the development remain unchanged from that previously proposed, with the scale, form and external appearance of the station building identical to the Mirror Application.

8.33 Turning to the layout, a variety of layouts were considered over the course of several officer led design workshops including alternative alignments of the access road and location of the car parks. It is the view of officers the revised alignment of the access road along with the two roads connecting the busway and car park, and relocation of the main car park results in an improved approach to the station which will better facilitate the redevelopment of surrounding land parcels. Furthermore the re-positioning of the main car park in a less prominent position north of the station building adjacent the railway line is a better use of land for this secondary land use. The landscape officer has requested the introduction of additional planting, including larger trees, within the car park. Whilst introducing additional planting would result in a more pleasant urban environment, sufficient landscaping (details to be secured by condition) is proposed to ensure the car park is sufficiently screened and does not dominate the built form.

8.34 Station Square is in effect divided into two parts, with a southern pedestrian zone with access to the guided bus, and northerly areas for pick up, drop off and disabled parking. The northern areas while partly obscuring ground level views of the station door from the main station access road, is positioned to enable a range of users and vehicles to access the station. Furthermore the applicant has demonstrated public art can be introduced to this square to act as a focal point when travelling to the station via the access road. It is important to note the revised design will enclosure the whole square with buildings which is consistent with the approach evolving in the Area Action Plan. It is considered the proposed layout and design of the site achieves an acceptable balance between the various requirements of the proposed station.

8.35 **Ecology**



8.36 The development will result in a loss of existing habitat, vegetation will be retained where possible and where not required for construction purposes, in order to minimise impact. The loss of habitat is mitigated through the creation of new habitat and enhancement of Bramblefields Local Nature Reserve. The ecological mitigation and enhancement measures have been designed to minimise probably negative effects of the development in order to maintain its conservation value. The information submitted and mitigation measures are considered acceptable in principle subject to details being agreed.

#### 8.37 **Access Officer Comments**

8.38 Cambridge City Council's Access Officer has commented that the provision of a single lift for each platform is inadequate as there is no alternative provision when the lifts break down. The Access Officer has recommended that a stair lift is provided to enable people with reduced mobility to access the station. The applicants have confirmed that the scheme is designed to comply with the current standards for 'persons of reduced mobility'. The applicants have stated that where they have used stair lifts in other station on the line, these are now being removed as they have not been found to be reliable and the feedback from passengers using them is that they felt unsafe.

8.39 A new condition is proposed to ensure that adequate arrangements can be made in the event of a mechanical fault or failure of the lifts. This ensures that the Local Planning Authority can approve details which allow all passengers to access the station. With the inclusion of the condition (Condition 34) the scheme is considered acceptable.

#### 8.40 **Noise vibration and air quality**

8.41 The capacity of the proposed development to generate noise and disturbance has been highlighted by residents of the Sunningdale caravan park. The nature of vibration experienced by land uses (including residential properties) close to the station will change and is unlikely to give rise to significant environmental impact as most passenger trains will be either calling at or terminating at the station as opposed to passing through at speed. As part of the noise mitigation measures to reduce noise impact of the development on nearby residential properties, two acoustic barriers are proposed. The first along the length of platform 1 is a 70m long, 19cm thick precast concrete barrier which is 3m above existing ground level. The second is a woven willow acoustic barrier between the station and the gardens of the properties on Long Reach Road. This barrier is 115m long and 2.5m above existing ground level.

8.42 In addition to the barriers detailed above several conditions have been suggested to ensure that noise disturbance from the site is at an acceptable level and where possible minimised. Conditions (Conditions 17, 18, 19, 20, 21, 22, 23 and 24) have been suggested to cover the following:

- Control of noise from the operation of plan and equipment shall not exceed 26dBLAeq,T at the application site boundary.
- Prior to the use of the station a scheme for the mitigation of noise from the public address system shall be submitted and approved by the Local Planning Authority and thereafter implemented in accordance with the approved details.
- Prior to the use of the development a scheme to mitigate the noise emissions from the pickup point / taxi rank and eastern platform effecting nearby residential properties has been submitted, approved and implemented in full and thereafter maintained.
- The car park shall only operate between 0500 and 0100 hours.
- Submission approval and implementation of a Noise Management Plan for the operational phase of the development.
- The public address system shall only operate between 0500 and 2300 hours.

The noise assessment is robust and any demolition / construction noise and residual operational noise should not give rise to significant adverse impact on the health and quality of life of existing residential premises and any other adverse noise impact should be minimised providing the proposed specific noise mitigation measures and controls are controlled by condition as detailed above.

#### **8.43 Lighting**

8.44 Lighting has been proposed for the station interchange to enable safe access of the station platforms, car park, bus stops, pick-up and set down areas, cycleways and walkways. The proposed lighting is considered acceptable in principle subject to the inclusion of a condition to allow for the light spill from the lighting scheme to be assessed.

8.45 It is considered that sufficient light assessment and information has been provided to allow the determination of the application subject to imposing appropriate conditions requiring the approval of detailed lighting scheme.

#### **8.46 Contamination**

8.47 The following reports have been provided by the applicant: Factual Ground Investigation Report, Draft Ground Investigation Report and Land Assessment, Summary of works completed to date, Updates Generic Quantitative Risk Assessment and Technical Note: Gas Protection Measures, which cover the impact on Ground Gas, Soil and Groundwater as well as Soil/Materials Management.

8.48 In respect of Ground Gas the councils Environmental Health officer advises ground gas monitoring has been undertaken and that the mitigation measures will protect the station building appropriately. Contamination relating to soil and groundwater needs to take into account the risks associated with both the impact on human health and controlled waters. The submitted reports demonstrate that any ground made or imported material used during the course of development will be protective of controlled waters, but further information is required to ensure no harm to human health. Securing appropriate mitigation can be controlled through condition (Condition 12) Similarly further information is required providing documentation of the chain of evidence relating to the movement/re-use of existing soils on the site with any imported materials requiring verification, which can be controlled through condition (Conditionn12d)

8.49 This aspect is one that officers are particularly conscious of in relation to works carried out on site. The submission and approval of detailed information relating to potential contamination is a priority and will be secured by condition (12).

#### 8.50 **Drainage**

8.51 The Environmental Statement sets an appropriate level of discharge of 2l/s/ha for the impermeable parts of the site. The Environmental Statement confirms that no discharge of surface water is possible directly to the River Cam via Moss Bank due to outfall levels, therefore it is proposed that storm water is collected and pumped back to a single discharge to the first public drain.

8.52 The City Council Sustainable Drainage Engineer (advising both Councils in this instance) advises the proposed drainage arrangements reduce flows leaving the site to 2l/s/ha and due to high groundwater and contamination issues does not employ infiltration as a method of surface water disposal but instead uses rainwater gardens, permeable paving for the car park, green/brown roofs and a filter drain either side of the access road, with these methods both slowing the flow and providing a method of treatment of the water leaving the site. As part of the drainage scheme parts of the First Public Drain are to be diverted and culverted, which while supported in principle requires additional information to be provided prior to construction of the car parks. A further condition relating to the ongoing maintenance of the surface water drainage arrangements is also required.

8.53 This approach to managing surface water run-off is supported by both the County Councils Flood and Surface Water Management team and Environment Agency

#### 8.54 **Sustainability**

A Sustainability and Energy Statement has been submitted with the application, demonstrating that the photovoltaic proposed to be installed will result in a reduction of slightly more than 10% of the buildings CO2 emissions. It is necessary to condition the photovoltaic panels are fully installed prior to first use and subject to an appropriate maintenance plan.

- The use of perforated metal cladding to allow for a passively secure means of bringing light and air into the building, whilst also providing solar shading to help prevent over heating. A low pressure drop mechanical ventilation system with heat recovery is also to be employed in the accommodation areas.
- The use of green / brown roofs on the station building, which will help attenuate surface water runoff, provide insulation for the building and enhance biodiversity.
- Proposals to divert 98.3% of construction waste from landfill, through the reuse of materials on site, off-site and recycling /treatment.
- The use of SuDS measures including the green roof, permeable paving and bioretention areas in the public square between the station and the car park.
- The use of LED light sources throughout the scheme as far as practicable.
- As part of the Sustainability and Renewables Energy Statement, BREEAM pre-assessments have been submitted, these show that the strategy being taken will achieve as a minimum a score of BREEAM 'good' with an aspiration to achieve the higher rating of BREEAM 'very good'. As there is no policy place to require a specific BREEAM rating for this scheme, the applicants are encouraged to focus on achieving BREEAM 'very good'.

#### 8.55 **Archaeology**

8.56 County Archaeologist advise the site is located in an area of archaeological potential, with known sites of Iron Age and Roman date in the vicinity, including evidence for a Roman rural settlement to the north. However, previous archaeological investigation within the railway sidings demonstrates that the site has been severely disturbed and that only intermittent, truncated survival of archaeological remains can be anticipated. County archaeologists further advise they have agreed a scheme of works with the applicant requiring monitoring of groundworks with provision to investigate any archaeology identified. Subject to appending a condition requiring this monitoring takes place no harm is identified to this aspect of the historic environment.

#### 8.57 **Public Art**

- 8.58 Policy SF/6 of the SCDC Development Control Policies DPD (2007) seeks to encourage the provision of public art within a development as a way of enhancing the quality of the development by creating a sense of place. A scheme of Public Art was not submitted with this application, although the applicants have demonstrated how this can be achieved and it is recommended that this be secured through condition (Condition 32).

### **Conditions**

- 8.59 Should planning permission be granted, it is recommended that the same planning conditions that were approved by the JDCC in August 2015 are attached to this planning permission, with the following alterations:
- 8.60 In one instance (in relation to works to extend the guided busway and accompanying footway/cycleway alongside connections with Nuffield Road and Moss Bank) it is considered to be appropriate to capture a requirement in the S106 Agreement rather than condition.
- 8.61 Information has been submitted that is considered by officers to be acceptable in relation to the proposed sustainability condition such that this condition could be written as development must take place in accordance with the submitted details.
- 8.62 Development has commenced on site and as such it is no longer appropriate to attach “prior to commencement” conditions to this planning permission. Accordingly, a number of conditions have been reworded from those approved by the JDCC in August 2015 such that information shall be submitted within 1-3 months of the date of planning permission.
- 8.63 For the scheme considered by JDCC in August 2015, which was given approval for planning permission, members requested that several conditions were brought back to them for determination. The following conditions for SCDC were not to be delegated and would have needed to have been determined by Members of the JDCC:
- Recommended condition 18 – control of noise from the operation of plant equipment
  - Recommended condition 19 – control of noise from the public address system
  - Recommended condition 20 – control of noise from the pickup point and eastern platform.
  - Recommended condition 21 – restricting the operation hours of the car park.
- 8.64 Officers now consider that discussions have progressed sufficiently to give confidence that all conditions could now be determined under delegated powers. This is recommended because officers consider that discussions to date indicate that the applicant is preparing acceptable material in preparation for discharge of condition applications. Accordingly, it is

recommended that all conditions should be determined under delegated powers.

### **PLANNING OBLIGATIONS (Section 106 Agreement)**

8.65 The S106 Legal Agreement to be completed as part of this application will include:

- Secure cycle and pedestrian access between Milton Road and the northern end of the station access road
- Biodiversity enhancement to the Bramblefields Local Nature Reserve
- Establishment of a local liaison forum
- Parking management scheme

### **8.66 CONCLUSION**

8.67 This application is for a major infrastructure project, with these proposals resulting in local environmental impacts as detailed in the report above, most notably a modest net loss of biodiversity of county significance and noise and vibration impacts for the closest residential properties. However it is considered that the mitigation measures including acoustic fencing and ecological mitigation measures.

8.68 It is considered that the proposal will contribute to the economy of the local area by acting as a catalyst for redevelopment of the surrounding area. It will have a positive impact on accessibility to homes and jobs and provide a sustainable alternative for commuting by car.

8.69 Concerns have been raised through the consultation period on the application and conditions have been recommended to secure additional information where required. The application is considered acceptable and accords with the Development Plan.

### **8.70 RECOMMENDATION**

S/3102/15/FL –A) APPROVAL –SUBJECT TO COMPLETION OF S106 AGREEMENT

15/2317/FUL B) APPROVAL SUBJECT TO COMPLETION OF A106 AGREEMENT

C) ANY FURTHER CHANGES TO THE DRAFT CONDITIONS AS ATTACHED TO THIS REPORT TO BE DELEGATED TO RELEVANT CHIEF OFFICERS WITHIN SCDC AND THE CITY COUNCIL RESPECTIVELY

#### **Contact details**

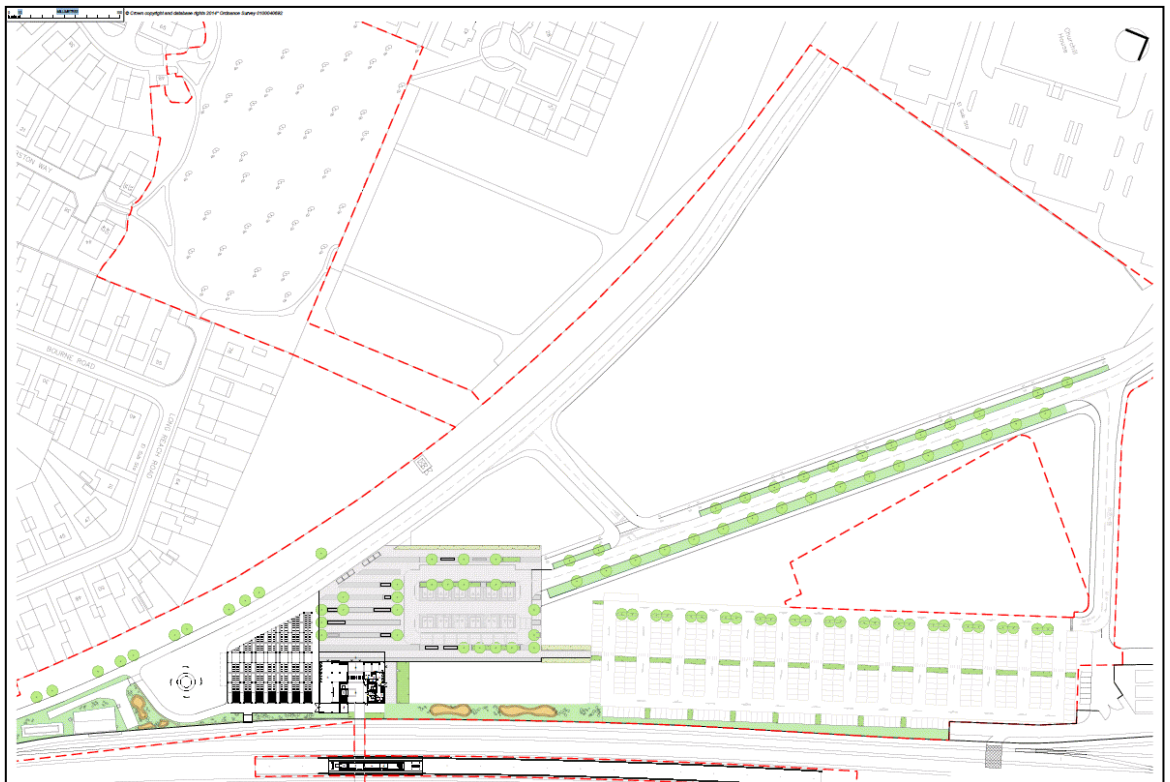
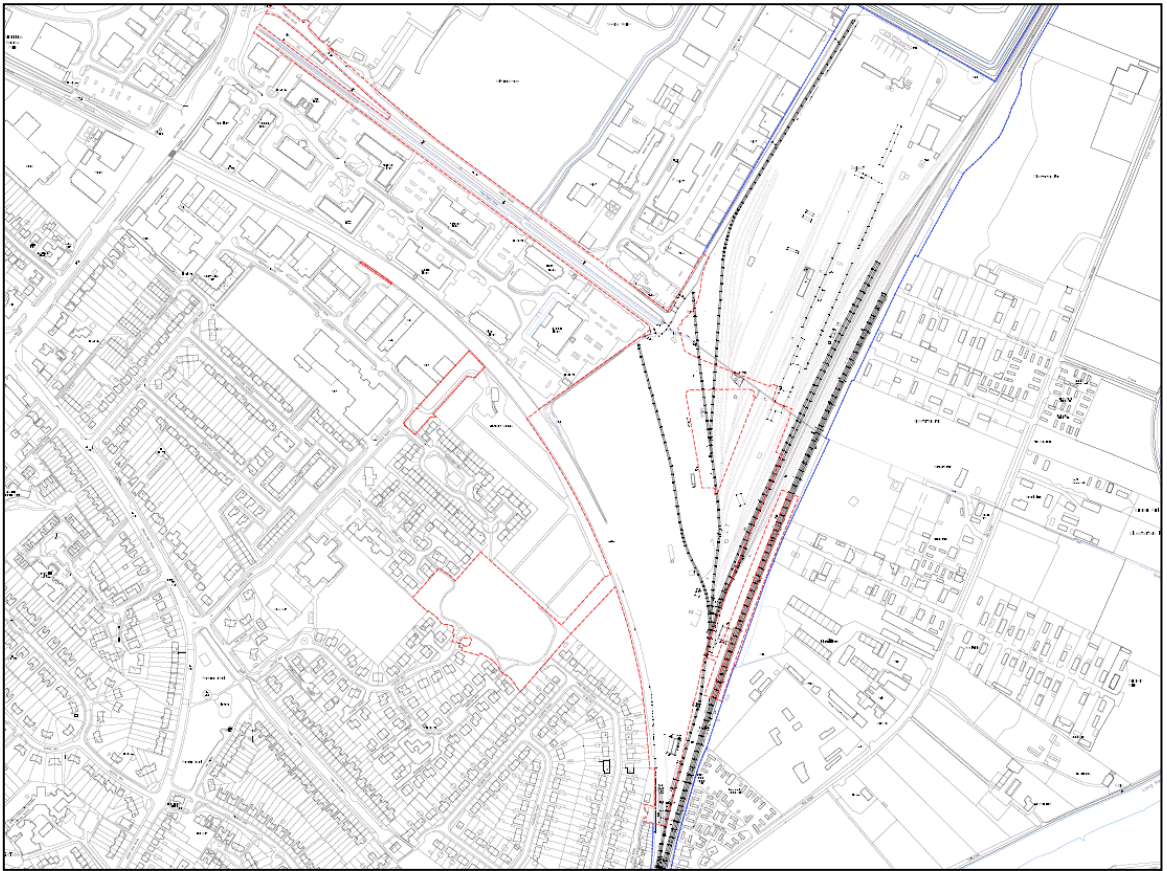
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**APPENDIX A: PLANS AND IMAGES**





## **APPENDIX B: CONDITIONS FOR SCDC APPLICATION S/3102/15/FL**

### Implementation

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.*

### Approved Plans

2. The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application and supporting documents as amended by the conditions stated on this decision notice and the following drawings:

- Landscape/Ecology Mitigation Plan – 5110967/L/P/00/001 REVB
- Landscape/Ecology Mitigation Plan - Station (southern end) & Interchange Area –5110967/L/P/00/002 REV B
- Landscape/Ecology Mitigation Plan - Cowley Road ETC.- 5110967/L/P/00/003
- Landscape Sections Sheet 1 of 2 –5110967/LP/00/005
- Landscape Sections Sheet 2 of 2 –5110967/LP/00/006
- Location Plan –5110967/A/L/00/001 REV B
- Location Plan – 5134906/A/L/00/P01 REV A
- Proposed Location Plan – 5134906/A/L/00/P03 REV C
- Proposed Site Plan – 5134906/A/L/00/P04 REV B
- Existing Site Plan – 5134906/A/L/00/P02 REV B
- Construction site Access and potential Contractors Compound – 5134906/A/L/00/P07 REV A
- Proposed Concourse Level Plan – 5134906/A/L/00/P10 REV A
- Proposed Elevations South, West and North – 5134906/A/E/00/P02 REV A
- Proposed Elevations East – 5134906/A/E/00/P03 REV A
- Proposed Mezzanine Level Plan – 5134906/A/L/00/P11 Rev A
- Proposed Bridge Level Plan – 5134906/A/L/00/P12 REV A
- Proposed Roof Plan – 5134906/A/L/00/P13 REV A
- Proposed Cycle Parking Roof Plan and Elevations – 5134906/A/L/00/P14 REV A
- Existing Site Plan Cleared Vegetation – 5134906/A/L/00/P16 REV A
- Proposed Sections Sheet 1 – 5134906/A/S/00/P10 REV A
- Proposed Sections Sheet 2 – 5134906/A/S/00/P11 REV A
- Transport Mode Overlay – 5134906/A/L/00/P15 REV B

*Reason: To define the permission and to protect the character and appearance of the locality in accordance with policies DP/1, DP/2,*

### Material Samples

3. Within three months of the granting of planning permission, samples of the materials to be used in the construction of the external surfaces, including the hard surfaces such as parking areas of the development hereby permitted will be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure that the appearance of the external surfaces is appropriate in accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### Landscaping

4. No development of the car park shall commence, except for underground enabling works, until full details of soft landscape works for the car park have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. Details shall include:

Finished levels or contours means of enclosure, car parking layouts, vehicle and pedestrian access and circulation to the car park, hard surfacing materials below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

5. Within three months of the granting of planning permission, full details of soft landscape works will be submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. These details shall relate to the entire site except for the car park, including details of improvements to the western boundary of the site. Details shall include;

Finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### Sustainability

6. The development shall be carried out in accordance with the approved renewable energy statement (Document Reference : 5134906/51.11/REP/001 dated 07.12.15) The approved renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In the interests of reducing carbon dioxide emissions in accordance with policies DP/1, NE/1 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### Signage

7. Prior to the erection of any signage a detailed signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of signs including direction signage, building signage and electronic notices that are required as part of the approved development. Signage on site shall be constructed in accordance with the approved details unless the Local Planning Authority gives its written consent to any variation. The signage scheme shall be implemented prior to the bringing into use of the approved development.

*Reason: To provide attractive, direct and safe walking and cycling routes within the development connecting key destinations. In accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### Lighting

8. Prior to the installation of any artificial lighting, a detailed artificial lighting scheme and significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as external street, floodlighting, security, platform and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward Light Ratio requirements. The artificial lighting scheme strategies must be sensitively design for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved scheme details / measures unless the Local Planning Authority gives its written consent to any variation.

*Reason: To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with policy NE/14 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### **Ecology**

#### Construction Environmental Management plan (Biodiversity)

9. Within one month of the granting of planning permission , a construction environmental management plan (CEMP: Biodiversity) will be submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location, timing and minimisation of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusive barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented in full through the construction period, unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

Ecological Design Strategy (protection, mitigation, compensation & enhancement)

- 10. Within three months of the granting of planning permission an ecological design strategy (EDS) addressing mitigation, compensation, enhancements and restoration for protected species (common reptiles, breeding birds), invertebrates, open mosaic habitat and other habitats (e.g. trees) and eradication of Schedule 9 species (e.g. Japanese Knotweed) will be submitted to and approved in writing by the Local Planning Authority.

The EDS shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives. Consideration should be given to what contribution the green roof on the building could play in biodiversity enhancement. Key notable invertebrate species and species assemblages identified within the extended invertebrate surveys must be targeted for detailed habitat creation, making use of existing onsite materials as appropriate.
- d) Extent and location/area of proposed works on appropriate scale plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.

- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works, such as ECoW.
- h) Details of initial aftercare and long-term maintenance
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works. The EDS shall include off-site compensation measures.  
The EDS shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter.

*Reason: To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

#### Landscape and Ecological Management Plan

- 11. The development hereby permitted shall not be operational until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include:
  - a) Description and evaluation of features to be managed.
  - b) Ecological trends and constraints on site that might influence management.
  - c) Aims and objectives of management.
  - d) Appropriate management options for achieving aims and objectives.
  - e) Prescriptions for management actions.
  - f) Preparation of the work schedule (including an annual work plan capable of being rolled over for the entire operational phase, such as 25 years).
  - g) Details of the body or organisation responsible for implementation of the plan.
  - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan shall be implemented in accordance with the approved details.

*Reason: To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

## Contaminated Land

12. Within one month of the granting of planning permission, the following will be submitted to and approved in writing by the Local Planning Authority:
- a) A detailed desk study and site walkover.
  - b) Following approval of (a), a detailed scheme for the investigation and recording of contamination and remediation objectives (which have been determined through risk assessment) .
  - c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement)
  - d) The works specified in the remediation method statement will be completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

*Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

## Water Quality, Flood Risk and Drainage

13. The development shall be carried out in accordance with the works identified in 'Chesterton Interchange, Summary of Works Completed to Date to Discharge Planning conditions (PC11 &PC12) by Volker Fitzpatrick Limited dated 9 April 2015.

*Reason. To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

14. No part of the development shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has

been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

*Reason: To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

15. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

*Reason: To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

16. Within one month of the granting of planning permission, a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, will be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall demonstrate that the surface water run-off generated up to and including the critical storm event (inclusive of climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The submitted scheme shall also specifically relate to the protection of groundwater and include a management plan. The approved scheme shall be implemented in full prior to the bringing into use of the approved development and thereafter maintained in accordance with the approved scheme.



*Reason: To ensure a satisfactory method of surface water drainage, to ensure future maintenance of the surface water drainage system, to prevent the increased risk of flooding on site and/or elsewhere, and to protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) in line with the National Planning policy Framework (paragraph 109) and the Environment Agency's Groundwater Protection (GP3:2012) position statements G1 to G13 inclusive, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### Construction Environmental Management Plan

17. Within one month of the granting of planning permission, a site wide Construction Environmental Management Plan (CEMP) will be submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:
- a) Indicative site wide construction and phasing programme.
  - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring, location of contractors compound / offices and method of moving materials, building material plant and equipment storage around the site and enforcement.
  - c) Construction hours.
    - i. Construction hours and days for work undertaken within the boundaries of the operational railway
    - ii. Construction hours and days for work undertaken within the remainder of the site
  - d) Delivery times for construction purposes.
  - e) Outline Waste Management Plan (OWMP).
  - f) Maximum noise mitigation levels for construction equipment, plant and vehicles.
  - g) Maximum vibration levels.
  - h) Dust suppression management and wheel washing measures including the deposition of all debris on the highway.
  - i) Site lighting.
  - l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
  - m) Screening and hoarding details.
  - n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.

- o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices.
- q) Liaison, consultation and publicity arrangements including dedicated points of contact.
- r) Consideration of sensitive receptors
- s) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.
- u) Membership of the Considerate Contractors Scheme.
- v) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on

Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.

The approved plan and schemes shall be implemented in full throughout the construction phase of the development. The compliance of the CEMP shall be reviewed at monthly intervals.

*Reason: To protect / safeguard nearby residents from the adverse levels any operational noise and ensure that noise does not give rise to a significant adverse impact on the health and quality of life (amenity) of existing residential premises in accordance with paragraphs 109, 123 of the National Planning Policy Framework March 2012 and Policy, DP/1, DP/3, DP/6 and NE/15 – Noise Pollutions of the adopted SCDC LDF 2007.*

#### Control of noise from the operation of plant and equipment

18. Unless otherwise agreed in writing by the Local Planning Authority the Rating Level of noise attributable to the operation of plant and equipment associated with the development (excluding the public address system), as defined and assessed in accordance with BS4142:2014, shall not exceed 26dBLAeq,T at the application site boundary. Rating levels may be measured directly or derived from a combination of measurement and calculation using propagation corrections. All measurements shall be carried out in accordance with the requirements of BS4142:2014.

*Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### Control of noise from the station public address system

19. The station shall not be used until a scheme for the mitigation of noise from the public address system or similar on the railway which has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The scheme shall include hours of operation, number, location and sound power of loudspeakers and permissible noise levels with consideration of noise mitigation / limiting measures as appropriate and a programme of maintenance. Any public address / announcement or voice alarm sound system associated with the approved development / use shall only be used for operational, health & safety, security and emergency announcements.

Following installation and prior to commissioning and operation of the approved sound system scheme a post installation PA sound system noise assessment and a monitoring programme to be approved by the LPA shall be undertaken to demonstrate compliance with the agreed permissible noise levels.

The public announcement system shall thereafter only be used in accordance with the approved details and shall be retained thereafter.

*Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### Control of noise from the pickup point and eastern platform

20. The development hereby permitted shall not be operational until a scheme to mitigate noise emissions from the pickup point/taxi rank and eastern platform affecting residential properties in Long Reach Road and Sunningdale Caravan Park has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The scheme shall be maintained thereafter.

Where environmental noise barriers or similar are promoted in any scheme they shall be installed only once the LPA has given written approval for their size / dimensions (height and length), sound / acoustic absorption and airbourne performance specifications as appropriate, appearance and location.

The approved scheme shall be maintained thereafter.

*Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

21. Unless otherwise agreed in with the Local Planning Authority in writing the car park shall only operate between 0500 and 0100 hours.

*Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

22. The development hereby permitted shall not be operational until an Operational Noise Management Plan (ONMP) for the operational phase of the development has been submitted to and approved in writing by the Local Planning Authority. The ONMP shall include: noise sources; the time, duration, and frequency of noise occurrences; noise control measures; noise levels to be achieved at the boundary of the site; methods to monitor noise and report the findings; reports of mitigation measures undertaken on site; procedures to accept, investigate and resolve noise complaints. The approved plan shall be implemented in full.

*Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

23. Unless otherwise agreed in writing by the Local Planning Authority the Public Address system shall only operate between 0500 and 2300 hours.

*Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

24. Within 3 months of the first operation of the development an Operational Noise Validation /verification Report shall be submitted to the Local Planning Authority to ensure operational noise from the site and all its mechanical plant and equipment comply with the noise impact assessment (as contained in the submitted application, Environmental Statement noise chapter principles) at sensitive receptor locations and any noise / vibration related insulation scheme and or attention / measures related conditions. The assessment shall include and consider all noise mitigation related conditions to cover verification of all noise sources collectively.

*Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### Odour / Fume:

25. Prior to the occupation of the premises by a use or undertaking which requires the installation of extraction or filtration equipment or systems for the purpose of extraction, filtration and/or abatement of fumes and or odours, details of the extraction or filtration equipment and systems will be submitted to and approved by the LPA. The approved system / scheme details shall be installed before the said use or undertaking is commenced and shall be maintained and operated thereafter in accordance with manufacturer specification to ensure its continued satisfactory operation.

*Reason: To protect the health and quality of life / amenity of nearby and future residential premises in accordance with South Cambridgeshire District Council Local Development Framework Development Control Policies DP/3, NE/16 Emissions.*

### Transport and Access

26. Within three months of the granting of planning permission, a Travel Plan will be submitted and approved in writing by the Local Planning Authority. The station Travel Plan will use SMART objectives and monitoring surveys, together with other appropriate parking in the station car park and surrounding roads, monitor the take-up and use of cycle parking, create a servicing and delivery plan to manage the servicing of the station facilities and infrastructure by network rail and retail suppliers, and put forward appropriate measures to deliver on the above. The Plan shall be implemented in accordance with the approved details.

*Reason: In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

### Cycle and Pedestrian Access

27. The development shall not be occupied until details have been submitted and approved in writing by the LPA for conversion of the maintenance track adjacent to the first public drain and Cowley Road to a pedestrian/cycleway. Notwithstanding the approved plans, the details shall include direct pedestrian and cycle links between the maintenance track pedestrian/cycleway and Cambridge Business Park, and in accordance with planning permission LPA ref. 15/0919/FUL. The pedestrian/cycleway, including links to the Cambridge Business Park, as agreed, shall be implemented prior to the opening of the station and thereafter maintained to provide public access to the station.

*Reason: In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies*

*DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

#### Monitoring

28. The use of the station interchange shall not commence until a scheme for monitoring the usage of the facility for the first two years of occupation has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented with regular reports being provided to the Local Planning Authority at a frequency to be agreed within the scheme.

*Reason: In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

#### Traffic Management

29. Within three months of the granting of planning permission, a Traffic Management Plan for all modes of transport including taxis will be submitted to and agreed in writing by the Local Planning Authority. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems.

*Reason: In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3 TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

#### Archaeology

30. The development shall be carried out in accordance with the approved Written Scheme of Investigation Archaeological Monitoring and Recording (Project Number 18535 dated 14.09.15) .

*Reason: To secure the provision of archaeological excavation and the subsequent recording of any remains in accordance with policy CH/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

#### Amenity

31. The development shall not be occupied until a Litter Management Plan has been submitted and approved in writing by the Local Planning Authority. The plan shall include details of regular litter

picking around the site and the provision of additional litter bins on site considering but not exclusively the station entrance, bus stops and car parking areas, as appropriate, shall be submitted in writing to the Local Planning Authority for approval. The approved plan shall be implemented in full.

*Reason: In the interests of the visual amenities of the locality and to protect the amenities of nearby residential occupiers appropriate in accordance with policies DP/1, DP/2, of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

32. Within 3 months of the granting of planning permission , a phased scheme for the delivery of public art will be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.

*Reason: In the interests of high quality design in accordance with policy SF/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

33. The development shall be carried out in accordance with the approved scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service (Proposed Site Plan Fire Hydrant and Main Location, Drawing Number AL/00/P17/A, dated August 2015). The development shall not be occupied until the approved scheme has been implemented.

*Reason - To ensure an adequate water supply is available for emergency use.*

34. Within 3 months of the granting of planning permission, an emergency procedure strategy for access to the station for disabled people in the event of mechanical fault or failure of the lifts provided at each platform will be submitted and improved in writing to the Local Planning Authority. The approved strategy shall be fully implemented prior to the occupation of the development and maintained thereafter.

*Reason: To ensure that adequate provision is made for disabled passengers in the event of mechanical fault or failure of the lifts.*

35. Within 3 months of the granting of planning permission a foul water strategy will be submitted to and approved in writing by the Local Planning Authority. No connection to the public foul sewerage system shall be made until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

*Reason: To prevent environmental and amenity problems arising from flooding.*

36. Within 3 months of the granting of planning permission, details of off-gauge bicycle parking provision shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full prior to bringing the development into first use.

*Reason: In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

#### Footpath

37. Prior to the first occupation of the development the details in drawing CSPSI AW-ATK-HGN-00-DR-D-002 Rev P06 shall be implemented in full including a route to a minimum width of 2.5m along Cowley Road.

*Reason: In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

38. The development shall not be occupied until details of the footways have been submitted to and approved in writing by the Local Planning Authority and been implemented.

*Reason: In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

#### **Informative**

#### Enabling Works

1. Enabling works for the purpose of the above conditions is defined as earth movement, site preparation and piling (instalment of pile caps and ground beams).

This is because enabling works and piling will not prejudice the discharge of conditions worded as 'no development shall commence, except for enabling works'.

#### Condition 11



2. In relation to condition 11 – For the avoidance of doubt the information submitted with planning application S/1236/15/FL is sufficient to comply with Part a of condition 11.

#### Noise and vibration assessment

3. For any noise / vibration assessment and or noise insulation scheme related condition due regard should be given the current government / industry standards, best practices and guidance and South Cambridgeshire District Council's Supplementary Planning Document – "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 – Environmental Health and in particular Appendix 6.

#### Water Resources Act

4. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for a proposed works or structures in, under, over or within 9.00 metres of the top of the bank of the main river (Cam).

#### Surface Water Drainage

5. In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:
  - a) A clearly labelled drainage layout plan showing pipe networks and any attenuation features, permeable paving and oversize pipes. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
  - b) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365/CIRIA 156.
  - c) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
  - d) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
  - e) Detail the proposed discharge rate to each outfall source (i.e. surface water, drain) to ensure that the total discharge rate does not exceed the allowable amount.
  - e) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance.

If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

- f) Provide a detailed management and maintenance plan for the lifetime of the development. This should provide details of the organisation who will maintain the drainage features.
- g) Provide further clarification to demonstrate that discharge rate has been calculated using the total impermeable area and not the total site area.

## 6. Air Quality

Work with partners to facilitate provision of electric charging hubs for all types of vehicles including bikes

- To satisfy the condition relating to air quality, the applicant should provide an assessment to include the following specific measures and information designed to encourage and improve non-motorised vehicle access:
- Provide clear and coherent cycling and walking routes to the proposed Station. The development will attract more traffic movements in the area, both motorised and non-motorised than the current site use and therefore these impacts should be mitigated.
- Cycling and pedestrian access to the site from the Science Park, the Busway and other locations on the north of Milton Road should be made less complicated and easier to understand and use.
- The Busway route is also now used by many cyclists and a clear route to the Interchange should be provided.
- A traffic-light controlled pedestrian and cycle crossing running alongside the Busway extension should be included.
- The Citi2 bus service should serve the Interchange.
- Clarification should be provided to confirm the frequency of Citi2 stops at the Interchange.
- The Busway should be unguided between the Science Park and the Interchange to ensure that the Cambridge Northern Fringe East (proposed mixed use) is not physically isolated from the area south of Cowley Road.
- The footbridge from Milton should be linked to the new Interchange by clearly marked walking and cycling routes, preferably separated from road space.
- A new pedestrian and cycle bridge across the river via Fen Road is required because the narrow Water Street bridge will not be adequate to cope with the demand. This will also create access to the Interchange from the Fen Ditton, Abbey and Cherry Hinton areas of Cambridge.
- There should be adequate provision for cycle parking including secure parking facilities.
- This could additionally include some or all of the following example measures (although other measures may be proposed):
- Reduction of parking provision on the development
- Provision of a managed car share scheme available to station users

- Production and implementation of a site travel plan
- Improvements in building insulation over and above the requirements of the Building Regulations
- Incorporation of solar water heating to reduce the impact from onsite boilers

7. Access links from the Business Park

The applicants should facilitate the pedestrian cycle links to between the train station and the Cambridge Business Park. Access points to the Cambridge Business Park are the subject of planning application 15/0919/FUL

8. Travel Plan

The travel plan should form a discrete document that sits within and forms part of the developing a Stations Travel Plan for both Cambridge stations.

Should the Cambridge Stations Travel Plan not be completed and implemented by the time a Travel Plan is required for the station at Chesterton, a full travel plan document will be required.

**APPENDIX C: CONDITIONS FOR CCIC APPLICATION 15/2317/FUL**

Implementation

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.*

Approved Plans

2. The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application and supporting documents as amended by the conditions stated on this decision notice and the following drawings:

Landscape/Ecology Mitigation Plan - 5110967/L/P/00/001 REVB  
Landscape/Ecology Mitigation Plan - Station (southern end) & Interchange

Area -5110967/L/P/00/002 REV B Landscape/Ecology Mitigation Plan - Cowley Road ETC.- 5110967/L/P/00/003  
Landscape Sections Sheet 1 of 2 -5110967/LP/00/005 Landscape Sections Sheet 2 of 2 -5110967/LP/00/006 Location Plan -5110967/A/L/00/001 REV B  
Location Plan - 5134906/A/L/00/P01 REV A  
Proposed Location Plan - 5134906/A/L/00/P03 REV C Proposed Site Plan - 5134906/A/L/00/P04 REV B Existing Site Plan - 5134906/A/L/00/P02 REV B  
Construction site Access and potential Contractors Compound - 5134906/A/L/00/P07 REV A  
Proposed Concourse Level Plan - 5134906/A/L/00/P10 REV A  
Proposed Elevations South, West and North - 5134906/A/E/00/P02 REV A  
Proposed Elevations East - 5134906/A/E/00/P03 REV A Proposed Mezzanine Level Plan - 5134906/A/L/00/P11 Rev A  
Proposed Bridge Level Plan - 5134906/A/L/00/P12 REV A  
Proposed Roof Plan - 5134906/A/L/00/P13 REV A Proposed Cycle Parking Roof Plan and Elevations - 5134906/A/L/00/P14 REV A  
Existing Site Plan Cleared Vegetation - 5134906/A/L/00/P16 REV A  
Proposed Sections Sheet 1 - 5134906/A/S/00/P10 REV A  
Proposed Sections Sheet 2 - 5134906/A/S/00/P11 REV A  
Transport Mode Overlay - 5134906/A/L/00/P15 REV B

*Reason: To define the permission and to protect the character and appearance of the locality in accordance with policy 3/11 of the Cambridge City Council Local Plan 2006.*

### Material Samples

3. Within three months of the granting of planning permission samples of the materials to be used in the construction of the external surfaces, including the hard surfaces such as parking areas of the development hereby permitted will be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

*Reason: To ensure that the appearance of the external surfaces is appropriate in accordance with policy 3/11 of the Cambridge City Council Local Plan 2006.*

### Landscaping

4. No development of the car park shall commence, except for underground enabling works, until full details of soft landscape works for the car park have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. Details shall include:

Finished levels or contours means of enclosure, car parking layouts, vehicle and pedestrian access and circulation to the car park, hard surfacing materials below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where

appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In the interests of landscape character and nature conservation in accordance with policies 3/11 and 4/4 of the Cambridge City Council Local Plan 2006.*

5. Within three months of the granting of planning permission, full details of soft landscape works will be submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. These details shall relate to the entire site except for the car park, including details of improvements to the western boundary of the site. Details shall include;

Finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In the interests of landscape character and nature conservation in accordance with policies 3/11 and 4/4 of the Cambridge City Council Local Plan 2006.*

### Lighting

6. Prior to the installation of any artificial lighting, a detailed artificial lighting scheme and significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as external street, floodlighting, security, platform and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light

GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward Light Ratio requirements. The artificial lighting scheme strategies must be sensitively design for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved scheme details / measures unless the Local Planning Authority gives its written consent to any variation.

*Reason: To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with policy 4/15 of the Cambridge City Council Local Plan 2006.*

## Ecology

### 7. Construction Environmental Management plan (Biodiversity)

Within one month of the granting of planning permission, a construction environmental management plan (CEMP: Biodiversity) will be submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location, timing and minimisation of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusive barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented in full through the construction period, unless otherwise agreed in writing by the Local Planning Authority.

*Reason: To protect and enhance biodiversity and the natural environment in accordance with polices 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

### 8. Ecological Design Strategy (protection, mitigation, compensation & enhancement)

Within three months of the granting of planning permission, an ecological design strategy (EDS) addressing mitigation, compensation, enhancements and restoration for protected species (common reptiles, breeding birds),

invertebrates, open mosaic habitat and other habitats (e.g. trees) and eradication of Schedule 9 species (e.g. Japanese Knotweed) will be submitted to and approved in writing by the Local Planning Authority.

The EDS shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives. Consideration should be given to what contribution the green roof on the building could play in biodiversity enhancement. Key notable invertebrate species and species assemblages identified within the extended invertebrate surveys must be targeted for detailed habitat creation, making use of existing onsite materials as appropriate.
- d) Extent and location/area of proposed works on appropriate scale plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works, such as ECoW.
- h) Details of initial aftercare and long-term maintenance
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works.

The EDS shall include off-site compensation measures.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter.

*Reason: To protect and enhance biodiversity and the natural environment in accordance with policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

## 9. Landscape and Ecological Management Plan

The development hereby permitted shall not be operational until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of the work schedule (including an annual work plan capable of being rolled over for the entire operational phase, such as 25 years).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan shall be implemented in accordance with the approved details.

*Reason: To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies 4/3, 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

### Contaminated Land

10. Within one month of the granting of planning permission, the following will be submitted to and approved in writing by the Local Planning Authority :
- a) A detailed desk study and site walkover, .
  - b) Following approval of (a), a detailed scheme for the investigation and recording of contamination and remediation objectives (which have been determined through risk assessment) .
  - c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement)
  - d) The works specified in the remediation method statement will be completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

*Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy 8/18 of the Cambridge City Council Local Plan 2006.*

### Water Quality, Flood Risk and Drainage

11. The development shall be carried out in accordance with the works identified in 'Chesterton Interchange, Summary of Works Completed to Date to Discharge Planning conditions (PC11 & PC12) by Volker Fitzpatrick Limited dated 9 April 2015.

*Reason. To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU*



*Water Framework Directive) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU, and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

12. No part of the development shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

*Reason: To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

13. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

*Reason: To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

14. Within one month of the granting of planning permission, a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, will be submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall demonstrate that the surface water run-off generated up to and including the critical storm event (inclusive of climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The submitted scheme shall also specifically relate to the protection of groundwater and include a management plan. The approved scheme shall be implemented in full prior to the bringing into use of the approved development and thereafter maintained in accordance with the approved scheme.

*Reason: To ensure a satisfactory method of surface water drainage, to ensure future maintenance of the surface water drainage system, to prevent the increased risk of flooding on site and/or elsewhere, and to protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) in line with the National Planning policy Framework (paragraph 109) and the Environment Agency's Groundwater Protection (GP3:2012) position statements G1 to G13 inclusive and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

### Construction Environmental Management Plan

15. Within one month of the granting of planning permission, a site wide Construction Environmental Management Plan (CEMP) will be submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:
- a) Indicative site wide construction and phasing programme.
  - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring, location of contractors compound / offices and method of moving materials, building material plant and equipment storage around the site and enforcement.
  - c) Construction hours.
    - i. Construction hours and days for work undertaken within the boundaries of the operational railway
    - ii. Construction hours and days for work undertaken within the remainder of the site
  - d) Delivery times for construction purposes.
  - e) Outline Waste Management Plan (OWMP).
  - f) Maximum noise mitigation levels for construction equipment, plant and vehicles.
  - g) Maximum vibration levels.
  - h) Dust suppression management and wheel washing measures including the deposition of all debris on the highway.
  - i) Site lighting.
  - j) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
  - k) Screening and hoarding details.
  - l) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
  - m) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
  - n) External safety and information signing and notices.
  - o) Liaison, consultation and publicity arrangements including dedicated points of contact.
  - p) Consideration of sensitive receptors
  - q) Prior notice and agreement procedures for works outside agreed limits.
  - r) Complaints procedures, including complaints response procedures.

- s) Membership of the Considerate Contractors Scheme.
- t) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on

Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.

The approved plan and schemes shall be implemented in full throughout the construction phase of the development. The compliance of the CEMP shall be reviewed at monthly intervals.

*Reason: To protect / safeguard nearby residents from the adverse levels any operational noise and ensure that noise does not give rise to a significant adverse impact on the health and quality of life (amenity) of existing residential premises in accordance with paragraphs 109, 123 of the National Planning Policy Framework March 2012.*

#### Transport and Access

- 16. Within three months of the granting of planning permission, a Travel Plan will be submitted and approved in writing by the Local Planning Authority. The station Travel Plan will use SMART objectives and monitoring surveys, together with other appropriate parking in the station car park and surrounding roads, monitor the take-up and use of cycle parking, create a servicing and delivery plan to manage the servicing of the station facilities and infrastructure by network rail and retail suppliers, and put forward appropriate measures to deliver on the above. The Plan shall be implemented in accordance with the approved details.

*Reason: In the interests of sustainable travel in accordance with policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006).*

#### Cycle and Pedestrian Access

- 17. Prior to the occupation of the development the details in drawings CSPSIAW-ATK-HGN-00-DR-D-001 REV P06, CSPSIAW-ATK-HGN-00- DR-D-002 REVP05 shall be implemented in full including a route to a minimum width of 2.5 metres along Cowley Road.

*Reason: In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

- 18. The development shall not be occupied until details of the footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented.

*Reason: In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

19. The development shall not be occupied until the maintenance track adjacent to the first public drain and Cowley Road has been converted to a pedestrian cycleway and thereafter maintained to provide public access to the Station.

*Reason: In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies 8/2, 8/3 and 8/4 of the Cambridgeshire City Council Local Plan (2006).*

#### Traffic Management

20. Within three months of the granting of planning permission, a Traffic Management Plan for all modes of transport including taxis shall be submitted to an agreed in writing by the Local Planning Authority. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems.

*Reason: In the interests of highway safety and to monitor the impact of the development in accordance with policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006).*

#### Archaeology

21. The development shall be carried out in accordance with the approved Written Scheme of Investigation Archaeological Monitoring and Recording (Project Number 18535 dated 14.09.15) .

*Reason: To secure the provision of archaeological excavation and the subsequent recording of any remains.*

22. Within three months of the granting of planning permission, a foul water strategy shall be submitted to and approved in writing by the Local Planning Authority. No connection to the public foul sewerage system shall be made until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

*Reason: To prevent environmental and amenity problems arising from flooding.*

#### **Informative**

#### Enabling Works

1. Enabling works for the purpose of the above conditions is defined as earth

movement, site preparation and piling (instalment of pile caps and ground beams).

This is because enabling works and piling will not prejudice the discharge of conditions worded as 'no development shall commence, except for enabling works'.

### Condition 11

2. In relation to condition 11 - For the avoidance of doubt the information submitted with planning application S/1236/15/FL is sufficient to comply with Part a of condition 11.

### Water Resources Act

3. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for a proposed works or structures in, under, over or within 9.00 metres of the top of the bank of the main river (Cam).

### Surface Water Drainage

4. In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:
  - a) A clearly labelled drainage layout plan showing pipe networks and any attenuation features, permeable paving and oversize pipes. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
  - b) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365/CIRIA 156.
  - c) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
  - d) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
  - e) Detail the proposed discharge rate to each outfall source (i.e. surface water, drain) to ensure that the total discharge rate does not exceed the allowable amount.
  - e) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.
  - f) Provide a detailed management and maintenance plan for the lifetime of the development. This should provide details of the organisation who will maintain the drainage features.

- g) Provide further clarification to demonstrate that discharge rate has been calculated using the total impermeable area and not the total site area.

## 5. Air Quality

Work with partners to facilitate provision of electric charging hubs for all types of vehicles including bikes.

To satisfy the condition relating to air quality, the applicant should provide an assessment to include the following specific measures and information designed to encourage and improve non-motorised vehicle access: Provide clear and coherent cycling and walking routes to the proposed Station. The development will attract more traffic movements in the area, both motorised and non-motorised than the current site use and therefore these impacts should be mitigated.

Cycling and pedestrian access to the site from the Science Park, the Busway and other locations on the north of Milton Road should be made less complicated and easier to understand and use.

The Busway route is also now used by many cyclists and a clear route to the Interchange should be provided.

A traffic-light controlled pedestrian and cycle crossing running alongside the Busway extension should be included.

The Citi2 bus service should serve the Interchange.

Clarification should be provided to confirm the frequency of Citi2 stops at the Interchange.

The Busway should be unguided between the Science Park and the Interchange to ensure that the Cambridge Northern Fringe East (proposed mixed use) is not physically isolated from the area south of Cowley Road. The footbridge from Milton should be linked to the new Interchange by clearly marked walking and cycling routes, preferably separated from road space.

A new pedestrian and cycle bridge across the river via Fen Road is required because the narrow Water Street bridge will not be adequate to cope with the demand. This will also create access to the Interchange from the Fen Ditton, Abbey and Cherry Hinton areas of Cambridge.

There should be adequate provision for cycle parking including secure parking facilities.

This could additionally include some or all of the following example measures (although other measures may be proposed): Reduction of parking provision on the development.

Provision of a managed car share scheme available to station users

Production and implementation of a site travel plan

Improvements in building insulation over and above the requirements of the Building Regulations

Incorporation of solar water heating to reduce the impact from onsite boilers

## 6. Access links from the Business Park

The applicants should facilitate the pedestrian cycle links to between the train station and the Cambridge Business Park. Access points to the Cambridge Business Park are the subject of planning application 15/0919/FUL

7. Travel Plan

The travel plan should form a discrete document that sits within and forms part of the developing a Stations Travel Plan for both Cambridge stations.

Should the Cambridge Stations Travel Plan not be completed and implemented by the time a Travel Plan is required for the station at Chesterton, a full travel plan document will be required.

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## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

**Report by: Head of Planning Services**

<b>Date: 19 August 2015</b>	15/1829/REM	<b>Agenda Item</b>
<b>Application Number</b>		
<b>Date Received</b>	29.09.2015	<b>Officer</b> Christopher Mohtram
<b>Target Date</b>	22.01.2016	24.11.2015
<b>Ward</b>		Trumpington
<b>Site</b>		Land South of secondary school playing fields and north of Addenbrookes Busway Spur Within Clay Farm Green Corridor, Clay Farm, Cambridge, Cambridgeshire
<b>Proposal</b>		Reserved matters application pursuant to outline permission 07/0620/OUT for construction of skate park, trim trail, kick-about area, Neighbourhood Equipped Area of Play (NEAP), landscaping and public art.
<b>Applicant</b>		Countryside Properties (UK) Ltd
<b>Application Type</b>	Major	<b>Departure: No</b>

The above application has been reported to the Joint Development Control Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>•The development enhances the character of the site without a negative impact on amenity or biodiversity of the area.</li> <li>•Provides leisure facilities for local residents and wider community.</li> <li>•Accords with parameters and principles of the Clay Farm outline consent (07/0620/OUT) and policies of the Cambridge Local Plan 2006.</li> </ul>
RECOMMENDATION	APPROVAL

## APPENDICES

Ref	Title	Page
A	Planting Plan Rev C General Arrangement Plan Rev C NEAP Design Proposals Rev C Site Location Plan	

### 0. Introduction

- 0.1 In August 2010 outline approval was granted for the Clay Farm development of up to 2,300 homes, a local centre, schools and open space. Condition 11 from the Outline permission (07/0620/OUT) required the submission and approval of a strategic landscape proposal for the Green Corridor (an area of open space to the east of Hobson's Brook to the railway line to serve the southern fringe developments). The reason for the imposition of this condition was to assist with the determination of the detailed applications that have since come forward on the site over a number of years and to ensure development of the Green Corridor is in accordance with policies 3/8, 5/13, 5/14, 9/3 and 9/5 of the Cambridge Local Plan 2006. The other relevant outline condition is the Site Wide Youth and Play Strategy (condition 9).
- 0.2 This reserved matters application now proposes the detailed layout of the Neighbourhood Equipped Area of Play (NEAP) as well as the laying out of the northern half of the Green Corridor pursuant to the wider Clay Farm residential development.
- 0.3 The applicant is Countryside Properties, who are the strategic developers of the site, and the nearby residential parcels 1B, 2 and 5 (known for marketing purposes as Aura) and the adjacent parcels 6, 7 and 8.
- 0.4 The site will provide open space and play areas for the surrounding residential developments providing a focal point for recreational activities.

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site covers an area of 8.3ha at the northern end of the Clay Farm development, forming part of the green corridor and is located either side of the Cambridgeshire Guided Busway (CGB), and to the north of the CGB spur, that connects the site with Cambridge Biomedical Campus (CBC). The Clay Farm residential development and secondary school lies to the west of the site and Hobson Brook borders to the west. To the far east, beyond the railway line is the Cambridge Biomedical Campus. The secondary school playing fields area lies immediately to the north of this section of the Green Corridor.
- 1.2 The wider green corridor covers an area of 49 ha providing a transition from urban fabric of the city to the open countryside to the south. Within it will contain a mixture of passive and active recreation, public rights of way crossing the site linking urban areas with the countryside as well as habitat

creation. The green corridor is divided into southern and northern areas. The northern area of which this application falls under is given over to active uses including sports, The southern part of the green corridor has been implemented under application 11/0319/REM and is for informal recreation. The emphasis there is much more on passive recreation, nature conservation and biodiversity enhancement such as grasslands, waterbodies and wildflower meadows.

- 1.3 The application site excludes the existing pond located to the west of the CGB and east of the spine road and the Landscaped Ecological Mitigation Area (LEM) to the east part of the application site, adjacent to the railway line.
- 1.4 The site does not fall within a Conservation Area and there are no listed buildings that are either on or adjacent to the site and neither are there any Buildings of Local Interest.

## **2.0 THE PROPOSAL**

- 2.1 The development will comprise of the construction of an Active Recreation Area (ARA) including a skate park, trim trail, and kick about area within the Neighbourhood Area of Play (NEAP) to the west of the Cambridgeshire Guided Busway and Natural Recreation Area comprising landscaping and public art to the west.
- 2.2 The ARA is divided into two halves, separated by the CGB. The layout is determined by a number of factors:
  - The CGB;
  - The requirement for the NEAP;
  - The existing Pond 3 to the west of the site ;
  - The ditch from Addenbrooke's;
  - Safe access into the area, both for construction and users;
  - A range of experiences for both active and informal users of the space.
- 2.3 The ARA contains various different elements, to the west is the area containing the NEAP and skate park/BMX area, pond 3, and the links to the wider development and secondary school over Hobsons Brook. The larger eastern half of the area is given over to natural recreation, with cultural mounds, open grassed areas and an increase in biodiversity and habitat creation. This will include areas of new woodland including wet woodland. An existing brook which runs diagonally through the site will be crossed with bridges. The south east corner of the ARA contains the LEMP, an area outside of the application red line boundary. Open grassland areas and biodiversity are encouraged through habitat creation. It also includes features such as earth mounding. Cycle/footpaths will run through both sites with cycle parking within the NEAP, the natural recreation side of the ARA will include a trim trail with activity stations. The general design keeps the more 'urban' form of the NEAP on the western side close to the Clay Farm development area, and the more 'rural' part of the ARA to the east.

## Amended Plans

2.4 Amended plans have been received comprising the following:

- Changes to play equipment and street furniture
- Inclusion of drainage details for NEAP
- Removal of ponds within ARA and replacement with wet woodland
- Revised tree planting scheme
- Revised skate park and kick about area
- Inclusion of bridges and access points

## 3.0 SITE HISTORY

Reference	Description	Outcome
07/0620/OUT	Outline planning permission for 2300 dwellings and associated infrastructure	PERM
09/0272/FUL	Full application for Spine road, balancing ponds and associated infrastructure.	PERM
11/0319/REM	Landscaping of southern part of the Green Corridor east of Hobson's Brook, including details of allotments, pursuant to outline approval 07/0620/OUT.	PERM
12/0794/REM	229 dwellings pursuant to outline approval 07/0620/OUT.	PERM
13/0105/REM	Reserved matters submission (including access, appearance, landscaping, layout and scale) relating to the Secondary School Site and associated pitches in the green corridor. This includes the construction of a new 750 pupil secondary school (11-16 years), a SEN / Autism centre to accommodate 8 to 10 students with Asperger's Syndrome, community sports facilities and landscaping of the site, pursuant to outline permission reference 07/0620/OUT.	PERM

## 4.0 PUBLICITY

Advertisement:

No

Adjoining Owners: Yes  
Site Notice Displayed: Yes

This application has been subject to consultation and publicity. In addition to standard the normal consultation letters, statutory press notices and the display of site notices, a series of public meetings/workshops have been convened leading up to the lodging of the planning application.

22 letters of objection have been received from adjoining owners/occupiers and 3 letters of support.

## **5.0 POLICY CONTEXT**

### **Cambridge Local Plan 2006**

- 5.1 Policy 3/3 – Safeguarding Environmental Character
- Policy 3/8 – Open Space and Recreation Provision through New Development
- Policy 4/3 – Safeguarding Features of Amenity or Nature Conservation Value
- Policy 5/13 – Community Facilities in Areas of Major Change
- Policy 5/14 – Provision of community facilities through new development
- Policy 8/4 - Walking and Cycling Accessibility
- Policy 9/3 – Development in urban extensions
- Policy 9/5 – Southern Fringe

### **Status of Proposed Submission – Cambridge Local Plan**

- 5.2 Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However, it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.
- 5.3 For the application considered in this report, there are no policies in the emerging Local Plan that are of relevance.

### **Government Advice**

- 5.4 Annex to Circular 11/95 – The Use of Conditions in Planning Permissions.

### **Supplementary Planning Guidance**

- 5.5 Cambridge City Council (May 2007) – Sustainable Design and Construction  
Cambridge City Council (January 2010) – Public Art

## Material Considerations

- 5.6 Cambridge Southern Fringe Area Development Framework (January 2006)  
Green Corridor Strategic Landscape Proposals dated November 2010, David Jarvis Associates/Countryside Properties as approved under Condition 11 of outline consent 07/0620/OUT  
Clay Farm, Strategy for Youth Facilities and Children's Play Provision dated December 2010, David Jarvis Associates/Countryside Properties as approved under Condition 9 of outline consent 07/0620/OUT  
Local Habitat Action Plan for Cambridgeshire and Peterborough April 2009  
Clay Farm, Cambridge Site Wide Nature Conservation Management Plan – Outline Planning Permission 07/06220/OUT Condition 41 Aug 2010

## 6.0 CONSULTATIONS

### City Council

#### 6.1 Landscape Officer / Streets and Open Spaces

##### *Prior to amendments:*

- Further details required of crossing area at CGB.
- No dog exclusion measures for play area.
- Inappropriate tree species, more diversity and native species requested.
- More varied types of play equipment required to cater for different activities.
- Siting of Skate Park is too close to Hobsons Brook.
- Clarification of BMX park will be included within NEAP.
- Would not support the use of a structured tree planting grid.
- Seek removal of dipping platforms around proposed pond.
- Suggest include ground level trim trail.
- Highlight ambiguity over connections to the secondary school.
- Three new ponds included in design, this is not supported, preference for a wet woodland instead.
- More seating areas to be provided to allow viewing of the skate park.

##### *Post amendments:*

- The development proposed is acceptable subject to the imposition of condition(s) relating to:
  - Hard and soft Landscaping – This has been applied to ensure further details are submitted in regards to work proposed along the maintenance access track and any other hard/soft landscaping elsewhere.
  - Landscape maintenance and management plan –
  - Boundary Treatments
  - Ditch profiling
  - Maintenance access bridge

6.2 The amended Public Art Delivery Program is also considered to be acceptable.

### 6.3 **Biodiversity Officer**

#### *Prior to amendments*

- Support use of native tree species within site.
- Suggest the creation of a sand martin bank if areas of aggregate are excavated.
- Supports collaborative interpretation of site and how biodiversity might influence public art.

#### *Post amendments*

- The applicant has responded to pre application advice and repositioned the skate park to avoid direct disturbance to Hobson's Conduit. The development proposed is acceptable subject to the imposition of the condition(s) relating to:

- Addenbrooke's ditch re-profiling details.
- Full details of the wet woodland area.
- Method statements to ensure ground nesting birds and water voles are considered during construction.

### 6.4 **Environmental Health**

The re-consultation has not altered from the original, the development proposed is acceptable. The skate park is located a suitable distance away and would not impact through noise disturbance on nearby residential properties and the proposed new secondary school.

### 6.5 **Sustainable Drainage Officer**

#### *Prior to amendments*

- Unsure if there is a clear intention to culvert the Brook.
- Unclear about how the skatepark will be drained.
- More details regarding the construction maintenance track along Hobsons Brook.
- More details of existing crossing points and culverts.
- Structures and bunding appear to be close as 4m from Hobsons Brook.
- Application should take into account the requirements of Anglian Water as adopting body of Pond 3.
- Details of crossing of north ditch should be included as it provides majority of surface water drainage for Addenbrookes.
- Opportunity missed to improve runoff going through north ditch

*Post amendments*

- The development proposed is acceptable subject to the imposition of the conditions relating to:
  - . Drainage details
  - . Drainage details of northern ditch

**6.6 Urban Design and Conservation Team**

The application is supported in urban design terms; opinion has not changed through re-consultation.

**6.7 Cycling and Walking Officer**

The location of some of the cycle parking is not very convenient for users of the play area and skate park. A condition to secure types and location of cycle parking recommended.

**Cambridgeshire County Council**

**6.8 Lead Highways Development Management Engineer**

The comments are in regards to the amended plans. There are concerns regarding the new crossings around the proposal. Additional crossing point on the main busway, followed up with another new additional crossing point onto the track along the spur part of the busway towards Addenbrooke's. We would like to minimise these crossing points. Therefore we would want to see the crossing point on the Addenbrooke's part of the spur removed and the thorny hedge along the ARA side of this extended to block this pathway. Would also like to see the single large tree set in the middle of the corner removed to improve visibility for drivers coming from Addenbrooke's and turning right towards the railway station as they will be coming round the corner straight onto a new crossing point. These comments are made in light of the most recent amendments to the application and are addressed within paragraph 8.28.

This response included comments from the Bus Operations and Facilities manager regarding the safety implications along the Cambridge Guided Busway.

**6.9 Lead Local Flood Authority**

Re-consultation has not altered from original comments, no comments to be made on application.



## **Independent Consultation**

### **6.10 Cambridge, Past, Present and Future**

Commented that the facilities being proposed within this application with the exception of the skate park are already being proposed in the adjacent Trumpington Meadows Sporting Village. It would seem logical to defer consideration of this proposal until after a decision has been taken on the masterplan for the Trumpington Sporting Village. Further issues to consider include:

- No mention in application of the impact of the development upon Hobsons Conduit.
- Concerns regarding impact upon ecology of Hobsons Brook.
- Better use of S106 funding may have been to upgrade King George V playing fields in light of comments from children.
- Concerns regarding the potential future use of flood lights due to health and safety concerns.
- The scale and size of the skate park would seem incompatible with wider social and environmental requirements generated by the green corridor.

In conclusion, Cambridge PPF endorses the need for an Active Recreation Area including a Skate-Park, but object to its siting so close to the Hobson's Conduit, a significant heritage asset that played an historic role in the success of Cambridge bringing water to the city centre and within a Green Corridor.

## **7.0 REPRESENTATIONS**

### **7.1 Trumpington Residents Association**

Consider the layout of the elements in the triangle between Hobson's Brook and the Busway. This could have a negative impact upon the ecology of Hobsons Brook, undermining its value as a wildlife corridor. Would prefer the applicant to either revert to the layout consulted on in June 2015 or significantly increase the separation between the Brook and the skate park and extend the hedge line on the east side of the Brook to improve the screening.

### **7.2 Bentley and Newton Rd Res. Association**

Does not object to a skate park per se, but rather to its insensitive (to the natural environment) location unnecessarily close to Hobson's Brook. It is recommended that the development be located 50m or more from the Brook to avoid undue harm caused.

### 7.3 Hobson's Conduit Trust

*Prior to amendments:*

- The maintenance track needs to be set back from the bank.
- Concerned about the removal of the hedge along the east bank of the Brook.
- Health and safety risk of Hobsons Brook to children, bank has steep sides.
- Skate Board Park is too close to the Brook.
- There should be no calls for any flood lighting on the skate park.
- The future management of the site considers the ecology of Hobsons Brook.

*Post amendments*

- Intended treatment of the boundary with Hobsons Brook is not clear as there is no mention of the existing hedge.
- Clarification on details of the maintenance track needed as too close to the Brook.
- Looks as if there is an intention to plant amenity grass right up to the edge of the Brook, this could harm wildlife and needs to be appropriately considered.
- Clarity on the proposed reinforced grass system in the southwest corner of the General Arrangement Plan?
- Concerns skate park is not intended for mixed use as a BMX track

### 7.4 The owners/occupiers of the following addresses have made representations:

- 2 Babraham Road
- 123 Birdwood Road
- 21 Blowers Croft
- 2B Cavendish Avenue
- 137 Coleridge Road
- 2 Highsett, Hills Road
- 209 Hills Road
- 247 Hills Road
- 269 Hills Road
- 292A Hills Road
- 20 Millington Road
- 2 Petersfield
- 9 Richard Foster Road
- 82 Shelford Road
- 141 Shelford Road
- 19 Water Street
- St Marys School, Bateman Street

## 7.5 3 Representations in support of the proposal

- 82 Shelford Road
- 18 Latham Road
- 39 Newton Road (on behalf of Bentley and Newton Rd Res. Assoc.) - following amended plans

## 7.6 The representations can be summarised as follows:

### Objections on the grounds of:

- The proposal is too close to Hobson's Brook and will be dangerous for children and will destroy the bank.
- The development will have a negative impact on Hobson's Brook.
- There could be future demand to fence off the brook which would be unacceptable from an aesthetic point of view.
- Will the hedges be ripped out adjacent to the brook?
- Development near the brook will impact on the enjoyment of walkers.
- The access track should be set back from the bank by 3 metres (to follow the temporary access road).
- The hedge stretching along the bank could then remain in place.
- The recreation area threatens the historical aspect of Hobsons Brook.
- A precedent would be set for urbanising the brook.
- Noise and disturbance will impact the wildlife corridor.
- There could be demand for lighting in the future which would impact on wildlife.
- Proposal is contrary to NPPF section 11(harm to the natural environment).
- There is not enough room to fulfil both the environmental/wildlife and recreational demands in this area.
- Adverse impact on wildlife.
- The NEAP should be moved to the other side of the Busway.
- There is no demand for the skate park.
- The play equipment should be within the development, not in the green corridor.
- The play equipment is not needed and facilities are (save for the skate park) to be provided in the Trumpington Sporting Village.
- Skate parks require a lot of infrastructure and serves very few people.
- Cycle Park area is in wrong position.
- Shares long boundaries with St Marys School, risk of unauthorised entry into school grounds from ARA.
- Concerns over pets straying on the railway line.
- Further work is needed with regard to the drainage to provide a effective solution to ameliorate existing water saturation and eliminate flooding on the wider area.

- The drainage statement submitted with the application does not correspond with what happens on the ground.
- The ditch running through the area to the east of the Busway should be improved as it needs conservation.

7.7 In support of the proposals:

- Proposal is supported although more equipment should be provided for children with special needs.
- The principle of the NEAP is endorsed.
- Support proposal although a new hedge between the conduit maintenance track and the public open space should be provided.
- The northern pond should be more welcoming.

7.8 Following amendments and reconsultation a representation has been received from 123 Birdwood Road:

- The move to separate the brook and the skate park by 9m is not enough
- Clarification on details of the maintenance track needed as too close to the Brook.

7.9 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from the inspection of the site and the surroundings, it is considered that the main issues are:

1. Principle of development
2. Urban Design and Landscape
3. Play Area/ Skatepark
4. Access and Safety Issues
5. Drainage

### **Principle of Development**

8.2 The site subject to this application is designated as Green Belt. Paragraph 81 of the NPPF states that 'once Green Belts have been defined, local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity'.

- 8.3 The Outline permission 07/0620/OUT established through Parameter Plans specific land uses, using the Green Belt to establish a Green Corridor which would include this area designated as an Active Recreation Area.
- 8.4 The proposal is consistent with the principles contained in the approved Green Corridor Strategic Landscape Proposals, (approved in respect of condition 11 of the outline planning consent by Joint Development Control Committee in 2010). These strategic proposals set out the location and functions for the different areas of the Green Corridor including plays areas, mounding, SUDs features, bunding, strategic planting, vehicular and pedestrian access points, maintenance tracks, footpaths and cycleway routes.
- 8.5 The overarching concept behind the Green Corridor pursuant to condition 11 of the outline permission is the transition of use from the city environment to the open countryside. The proposals for the ARA follow this principle and aim to provide a more active recreation space than those already completed south of the CGB.
- 8.6 The approved strategy identified this area of the Green Corridor subject of this reserved matters application, be an Active Recreation Area which would have adventure play, a NEAP and could contain such elements such as a BMX track or skate park. The exceptions to this were the Landscaped Ecological Mitigation areas (LEM) which would be fenced areas of ecological mitigation.
- 8.7 Condition 9 of the outline consent (approved by JDCC in 2010) also established a site wide strategy to secure the appropriate provision of youth facilities and children's play provision within Reserved Matters applications.
- 8.8 The strategy sets out the type of play provision to be accommodated within the Green Corridor and the principles that should be applied such as inclusive design for all children and different ages. It also required consultation with the existing community to establish what the type of facilities for which there is an identified need This consultation took place in June 2015 by Countryside. The design of the play spaces have been a result of the requirements of the strategic proposals and input from the local community.
- 8.9 It is therefore considered that the proposal is compliant with both national and local policy and is consistent with the parameter plans and strategic conditions of the outline planning approval and is therefore acceptable in principle.

### **Design and Landscape**

- 8.10 The principle of where the ARA/NEAP is located is acceptable as it is within a site with suitable access from the surrounding area, current access exists around the site via the CGB cycle way and has been identified as public open space within Parameter Plan 6 from the original Outline approval as discussed above and identified within the Clay Farm Youth and Play Strategy 2010 under condition 9 of the outline application.

- 8.11 The landscaping works proposed include significant works to the eastern half of the ARA. The original submitted plans for this area did not include sufficient mix of native species and the planting arrangement was considered too grid like in pattern. A more appropriate mix of species has now been proposed including more native species suitable for the soil conditions and a compromise reached with the planting scheme appearing more random in part of the site mimicking a more natural woodland setting. There will be boundary hedgerows surrounding the majority of the site. Half of the eastern ARA will be dominated predominantly by more wooded areas, with the north eastern part considered the biodiversity area. This will include a wet woodland area which was originally proposed to be a pond which was amended due to practical reasons and safety concerns.
- 8.12 A cycle way/footpath runs through both sides of the application site, within the ARA the footpath circumnavigates the site and feeds into the 5m high central earth mound which provides a focal viewing point over the whole site. The footpath from the mound also crosses the brook flowing north to south, by way of a footbridge, a further two footbridges are located to the far north and south. There are no significant landscaping works that would threaten the banks of Hobsons Brook, the 9m wide corridor along the bank and the re-positioning of the skate park suitably address third party concerns in relation to this.
- 8.13 The amended proposals take account of the issues raised through consultation and it is considered that the design and landscaping proposals are now acceptable and will deliver the objectives for this part of the Green Corridor, subject to imposition of conditions. The proposals are in accordance with Local Plan Policies 3/3 and 3/4 as they would suitably enhance and integrate with the surrounding landscape and city.

#### **Play Area/Skate Park/Public Art**

- 8.14 The original submitted plans for the play area have undergone amendments following consultation advice. The original submitted plans included a sand play area which was considered to be harder to maintain and has now been removed. It was also considered that the originally proposed play equipment did not cater to a broader range of ages; there was also a need for dog proof fencing to stop fouling, along with a need for the re-siting of the skate park away from Hobsons Brook. Amended plans have addressed the majority of issues raised. The NEAP amendments include the introduction of dog proof fencing around the play area for younger children; signs on site require owners to control dogs. A wet pour surface area has been included in the play area; this is easier to maintain long term as opposed to sand.
- 8.15 The specific play equipment now includes types catering to a wider age group particularly the 8-14 age brackets, as highlighted within the Strategy for Youth Facilities and Children's Play Provision pursuant to condition 9. A climbing structure is the focal point for the play area, and sits on the geometric axis of the eastern half of the ARA, smaller play elements are arranged around it with younger children's play located closer to the southern entrance offering the

required range of play activities for a NEAP. Play for older children and the skate park is located further north, allowing a transition of ages / abilities through the play space. Picnic benches are suitably located close by, adding to the creation of a socially inclusive area that is accessible.

- 8.16 Safety is of concern around the play area: in addressing third party representations the younger children's play area is enclosed by dog proof fencing and the wider play space is enclosed by earth mounds increasing safety. Tunnels have been removed around the play area for appearance and practical reasons, the tunnels would encourage fouling from local wildlife and safety concerns. The play space and equipment is inclusive for all, accessible for disabled children. The proposal is considered to be in accordance with Policy 3/7 in relation to providing for the needs of those with disabilities and community safety issues are addressed within the amended NEAP design.
- 8.17 The skate park was originally located closest to Hobson's Brook; this was considered to be unsuitable due to the risk posed to bank erosion of the brook. Through amended plans the skate park has been relocated on the opposite side of the ARA NEAP adjacent to the CGB; this would also be a safer location for use by members of the public as it is easily viewed along the boundary. It is now considered acceptable against Policy 3/7 which encourages new development which is safe and minimizes crime.
- 8.18. Some concerns have been raised about noise impacts arising from the proposed facilities that may be used by large numbers of young people. However, Environmental Health officers have assessed the proposals and consider them to be acceptable.
- 8.19 The public art for the wider Clay Farm development has been approved through the site wide Public Art Strategy approved in 2010. One of the key themes in the site wide public art strategy is Art and Play which seeks to integrate artistic proposals that support informal play into public realm design across Clay Farm.
- 8.20 The Active Recreation Area and NEAP are within the Hobson's Brook/Green Corridor zones in the Public Art Strategy. Countryside appointed artists Simon & Tom Bloor and Nils Norman with a budget of £70,000 towards public art. Their theme is informal play which is a concept less dominated by manufactured play equipment, but through structured landscape design and supported programmes of activities, this will be accessible to all. The artists first contribution was to propose a concept for the scheme around an 'Ecology of Play', play provision across the scheme would move from structured, formal, equipped play in the east, starting with the NEAP, and moving through character areas that gradually led to open, 'wild' play at the western end (ARA). The concept has developed into character areas around the NEAP, formal tree planting as an entrance zone to the ARA, earth mounding/land art leading to engagement with water, higher level earth mounding and the provision of wilder planted areas.

- 8.21 The Public Art Delivery Plan (PADP) included within this reserved matters submission has concept designs for the NEAP and ARA. For the NEAP this includes designs for benches, use of patterns upon the concrete for the skate park and boulder play sculptures. The concept designs within the ARA have been proposed for various trim trail stations such as chin up bars and balance beams. The trim trail circuit is 750m and runs through the eastern half of the ARA. Materials used will include Hoggin paths and timber furniture. Condition 11 has been applied to secure final details for the public art proposed on the sites.
- 8.22 Subject to final details being approved the public art proposals are considered acceptable against Local Plan Policy 3/7 in encouraging a high quality, attractive and successful place with public art.

### **Access and Public Safety**

- 8.23 The site contains a number of access points for both pedestrians and cyclists. Access to the NEAP can be made from CGB cycle way. To the north of the ARA access is proposed to the secondary school. Further south a footpath links to the residential developments to the west of the site. A further three access points are located further along the NEAP which directly access onto the CGB. Concerns have been raised by the Bus Operations and Facilities Manager and third parties of the proximity of the access points to the CGB.
- 8.24. Officers explored the option of removal of the proposed crossing point but considered that the removal of this crossing point would encourage pedestrians and cyclists coming from the CBC site to go round the spur on the busway, facing traffic rather than safely accessing the natural recreation area from a crossing at the spur. Not providing this link would in officer's view be more dangerous as it would remove an obvious desire line. It is likely that pedestrians would make this movement regardless of the access point and therefore it should be provided. This is a view shared by the Highway Authority. Resubmitted plans funnel users of ARA to use the at-grade crossing points in the south west corner on the spur. A kissing gate is proposed on the access along the busway spur towards Addenbrooke's to limit cycle access on this point due to safety concerns. Vehicular access to the ARA is limited by to just a maintenance track accessed via Long Road entrance and the maintenance track running alongside Hobsons Brook or under the CGB Bridge. A 9m wide corridor will be maintained along the length of the Brook to allow access to Pond 3 and the Brook itself. Details of the access track are required and will be submitted as part of recommended condition 15 for specific hard and soft landscaping details.
- 8.25. Officers also agree that planting on this corner should be minimised to help with sight lines and enhance visibility; this element can be addressed through conditions 5 and 14 which removes planting along the busway spur. In addition it has been agreed in principle with the Bus Operations and Facilities Manager that repeater signs should be added along the stretch of the CGB between the spur and the Long Road Bridge warning of the presence of the



CGB. These details will need to be secured by a side agreement between County Council and applicant as the County Council will need to install them rather than the applicant.

- 8.26 Cycle use is encouraged through the location of 5 cycle stands within the NEAP as well as cycles/pedestrian routes around both sites contribute to a sustainable use of transport and creating public accessibility to the site in line with Local Plan Policies 3/1 and 3/2.
- 8.27 Access within the NEAP to the west is more constrained with a single maintenance access point in the south east corner.
- 8.28 Overall it is officers opinion that the access points to and from the sites would accord with Local Plan Policies 3/7 and 8/5, these are safety designed and in locations which interrelate to the surrounding routes and spaces encouraging safe accessibility.

### **Drainage**

- 8.29 The amended plans show the skate park located on the other side of the NEAP away from Hobson's Brook and will be raised in height slightly to increase sufficient drainage. Water will run off into a linear drainage channel located along one edge and outfall into to an infiltration drain adjacent to the park. A filter drain is also proposed for the kick about area which will in turn encourage run off into the sub grade filtering into Hobsons Brook. The overall topography of the ARA is flat; there are no positive drainage features apart from Hobsons Brook to the west and Addenbrookes drainage ditch to the north. An area of wet woodland to the north west of the ARA will accept some run off.
- 8.30 In both sites the water will infiltrate into the subsoil and drain away into Hobsons Brook and the North Ditch. The applicant has addressed some key issues in regards to drainage recommended by the consultant, these include:
- No further intention to culvert Hobsons Brook
  - Some information has been provided as to how the skate park will be drained
  - Structures and bunding and located are suitable distance away from Hobsons Brook (9m)
  - Anglian water is adopting pond 3

The proposals will not require significant amendments in order for them to be acceptable and the drainage officer's advice is that the outstanding elements can be dealt with through the following planning conditions, these are:

- Drainage details of skate park – Prior to commencement Full details of surface water drainage for the skate park to be submitted.

- Addenbrookes Drainage ditch – Full details of any works along ditch to be submitted prior to commencement.
- Bridges along Addenbrookes ditch in ARA – full details of any bridge including the maintenance access bridge to be constructed along the Addenbrookes ditch will be submitted prior to commencement.

8.31 Pond 3 within the NEAP falls outside the application boundary. Anglian Water will be adopting Pond 3 and any works proposed upon it will be separate to the proposal. Pond 3 was one of 4 new ponds allocated under the condition 11 of the Outline for the Clay Farm Development. It was constructed under application 09/0272/FUL which included the creation of the Spine road through the Clay Farm site. This pond will not be encouraged for use by the public as a dipping pond or for any other recreational use.

8.32 The application is considered acceptable against Local Plan Policy 8/18 in providing a sustainable drainage system in line with the development with conditions attached.

### **Management and maintenance**

8.33 It was agreed through the outline permission and secured in the Section 106 Agreement that the Green Corridor will be leased to the City Council on a 999 year basis. Long term maintenance costs have been secured to be paid on completion of the transfer of the open space to the City Council.

8.34 The revised landscape Management and Maintenance Plan put forward to meet the requirements of condition 12 from the Outline approval covers the most of the details in the amended proposals. This details long term objectives in planting of vegetation and the program of maintenance works required for the site. Further specific management and maintenance details are required in relation to Hobson's Brook profiling and the wet woodland area need to be provided. Conditions 3, 10 and 15 are therefore recommended to secure this detail.

### **Impact on Hobson's Brook and Ecology**

8.35 A number of representations have been received with concerns over the effect of the proposed development on ecology of the adjacent Hobsons Brook, including from Hobson's Conduit Trust, including from Cambridge Past Present and Future. However, the biodiversity officer has raised no concerns in principle to the development. The biggest concern raised by third parties was the proximity of the skate park to the brook; this has been addressed through the NEAP being relocated alongside the CGB. Included will also be a 9m wide access track between the NEAP and the Brook, further minimising disturbance to its ecology and wildlife. There is no significant vegetation along the eastern side of Hobsons Brook; the hedgerow on the opposite side is beyond the red line of the application site.

- 8.36. A number of concerns centre on the impact of the Brook itself. A number of amendments have been made to address these concerns; the skate park has been located at the far side of the NEAP away from the brook, and all other features moved 9 metres away and fencing around the play area has been introduced. While the NEAP and ARA in general will mean that there is greater activity around this area it should not be to the detriment of the brook or wildlife. The wider site has been subject to ecological enhancements to ensure that the development as a whole has a positive impact on ecology and ensuring a smooth transition from urban areas to countryside.
- 8.37 The biodiversity officer highlights that the proposals should accord with the Clay Farm Site Wide Nature Conservation Management Plan as approved under Condition 41 of the outline consent. To ensure that Hobson's Brook is protected and that ground nesting birds and water voles are considered during construction condition 15 has been applied to confirm details of works adjacent to the brook. Condition 6 secures the detail of work required for the Addenbrooke's ditch re-profiling to safeguard ecology and biodiversity.
- 8.38 Subject to these conditions the proposals are considered acceptable in accordance with Local Plan Policy 4/8 and covered by the Cambridgeshire Biodiversity Action Plan for Rivers and Streams (April 2009).

### **Third Party representations**

- 8.39 While a number of representations are concerned that the ARA is situated in the wrong location, the site had been identified for this use within the original master plan, and subsequent strategic conditions approved by the JDCC, including the site wide youth and play strategy. Although some smaller provision is made elsewhere on the site, this part of the overall Clay Farm development was always intended to have a more active recreation focus and to provide the largest scale facilities to serve the needs of the residents of the development. The suggestion made by Cambridge Past Present and Future of securing S106 funding instead of provision and using this to enhance King George V Recreation Ground playing fields is therefore not supported by officers.
- 8.40 Further concerns have been raised in relation to provision of cycle parking which is addressed through condition 13.
- 8.41 Cambridge Past Present and Future (CPPF) have commented that the facilities being proposed in the application with the exception of the skate park have already been included within the emerging Trumpington Meadows Sporting Village proposals and that a decision on this application should be deferred until a decision has been made on the Sporting Village. However, this Clay Farm proposal forms part of an allocated site in the Cambridge Local Plan 2006 and is a reserved matters application pursuant to the consented outline permission. The Sporting Village proposals relate to an unallocated site which will be subject to the Omissions Sites sessions in the ongoing Local Plan process. Any related planning application would therefore constitute a

Departure application. Given this position, the existence of the facilities consented under the Clay Farm outline permission would need to be a material consideration of the Sporting Village emerging proposals and application rather than vice versa.

#### 8.42 Other issues raised not addressed above

Issues	Addressed
Concerned regarding future introduction of lights on development.	Development not intended to be lit, Cambridge City Council to control site
Concerned regarding impact of service road on Hobsons Brook, no suitable width for plants to grow and risk of bank collapse.	This is addressed through condition 15.
Failure to consult independent environmental organisations about development.	Biodiversity officer and Hobson's Conduit Trust were consulted on the application.
Northern Pond to be made welcoming to the public as a paddling pool, pond dipping as this could reduce disturbance to wildlife on southern pond within approved application 11/0319/REM.	This representative refers to Pond 3, this is not within the application and has been agreed to be maintained by Anglian Water. No adaption to the pond will be made for the public due to health and safety concerns.
Future management of site has due to regard to importance of Hobsons Brook.	Cambridge City Council will be adopting the open space;, a suitable Landscape and maintenance and Management Plan will ensure along with agreed S106 payments that the site is maintained sufficiently.
Extension of hedgerow along eastern side of Hobsons Brook to increase screening	Not considered to be a sustainable objection.

## 9.0 CONCLUSION

9.1 The proposed development of the Active Recreation Area including the NEAP is considered acceptable against Local Plan, and national policies. Following consultee advice the developer has proposed positive amendments to the layout and design of the area also responding to representations received. The re-submitted plans are compliant with the original Green Corridor Strategy and Youth Strategy (conditions 9 and 11) from the original outline approval.

## 10.0 RECOMMENDATION

**Approve** with the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. Prior to commencement of development, an updated Soft Landscaping Scheme shall be submitted and approved by the local planning authority. The details submitted shall include proposed finished levels or contours, pedestrian and maintenance access and circulation areas; hard surfacing and materials). Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. These works shall be carried out as approved thereafter.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

4. A landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, including the wet woodland area within a separate section, shall be submitted to and approved by the local planning authority in writing prior to first use of the development The landscape plan shall be implemented in accordance with the details thereafter approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

5. Prior to commencement of development a plan indicating the positions, design, materials and type of boundary treatments to be erected shall be submitted to and approved by the local planning authority. The boundary treatments shall be completed before the use hereby permitted is commenced and retained thereafter. The development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented for safety and enhancing the character of the site. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

6. Prior to commencement of the development full details of all works required to re-profile the Addenbrookes drainage ditch have been submitted to and approved in writing by the local planning. These details shall include: sections,

plans, levels, method statements (which highlight protection of existing ecological features and watercourses), planting plans and specifications, and specific management and maintenance plans. The details shall be implemented as approved.

Reason: In the interests of visual amenity, protection of ecology and the watercourse in accordance with the approved Green Corridor Landscape Strategy 2010 and Cambridge Local Plan Policies 3/7, 4/3 and 8/18.

7. Prior to commencement of development, full details for the works on the central bridge over the Addenbrookes drainage ditch must be submitted to and approved in writing by the local authority. Details shall include engineer's details, material, plans, levels and any other information needed to illustrate the bridge requirements. The works shall be implemented in accordance with the details thereafter approved.

Reason In keeping with Policies 3/2 Setting of the City and 3/8 Open Space and Recreation Provision through New Development

8. Prior to commencement of development full details of the surface water drainage of the skate park shall be submitted to and agreed in writing by the local planning authority. The proposals shall be implemented in accordance with the details thereafter approved.

Reason: To ensure appropriate drainage scheme is implemented. (Cambridge Local Plan 2006 Policies 3/1 and 3/7)

9. Prior to commencement of development details of works along the Addenbrookes drainage ditch shall be submitted to and agreed in writing by the local planning authority. The proposals shall be implemented in accordance with the details thereafter approved.

Reason: To ensure the works are suitable and do not impact upon the character and drainage for the site (Cambridge Local Plan 2006 Policies 3/1 and 8/18).

10. Prior to commencement of development, full details of all works required to create the wet woodland must be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: sections, plans, levels, method statements (which highlight protection of existing ecological features, watercourses etc.), planting plans and specifications, and specific management and maintenance plans. The proposals shall be implemented in accordance with the details thereafter approved

Reason: To ensure the works enhances the features of the landscape that are important for amenity and nature conservation (Cambridge Local Plan 2006 Policies 4/3 and 4/8)

11. Prior to commencement of development full details for the public art within the Active Recreation Area shall be submitted to and approved by the Local Planning Authority in accordance with the submitted document Countryside Public Art Delivery Plan Rev: 05 Issued: 15/01/2016. The public art works shall be implemented in accordance with the details thereafter approved.

Reason: To ensure the development is in accordance with the Public Art Strategy for Clay Farm 2010 (Cambridge Local Plan 2006 Policy 3/7).

12. Prior to commencement of development details shall be submitted to and agreed by the Local Planning Authority showing the access bridges crossing the Addenbrookes drainage ditch to the far north of the Active Recreation Area. The works shall be implemented in accordance with the details thereafter approved

Reason: To ensure the developments are suitable in character and does not impact upon drainage for the wider site (Cambridge Local Plan 2006 Policies 3/7 and 8/18).

13. Prior to commencement of development details of the type and location of cycle parking, close to the entrances of the different amenities within the NEAP, shall be submitted to and agreed in writing by the local planning authority. The works shall be implemented in accordance with the details thereafter approved.

Reason: To ensure the development encourages cycling and reduces theft on site (Cambridge Local Plan 2006 Policy 8/6)

14. Contrary to the annotation on drawings 1818/ARA/003 Rev C ,there shall be no planting along the busway spur south west of the two access points into the Active Recreation Area, the single tree proposed at this point will also be removed to increase visibility splays along the Cambridge Guided Busway northwards towards the railway station.

Reason: To ensure safe visibility for traffic, cyclists and pedestrians along this route (Cambridge Local Plan 2006 Policy 8/4)

15. Prior to commencement of development the full details including the plans, sections of the maintenance track adjacent to Hobsons Brook shall be submitted to and agreed in writing by the Local planning Authority. The works shall be implemented in accordance with the details thereafter approved

Reason: In the interests of visual amenity, protection of ecology and the watercourse in accordance with the approved Green Corridor Landscape Strategy 2010 and Cambridge Local Plan Polices 3/7, 4/3, 4/5 and 8/18.

**Informative:** In relation to condition 7 the applicant is advised that the Addenbrookes Drainage Ditch Bridge is required to be a minimum of 3m of useable surface in width and have a bearing capacity of 10 tonnes to ensure safe crossing of vehicles.

#### Contact details

To inspect any related papers or if you have a query on the report please contact:

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# **Appendices**

## **Appendix 1**

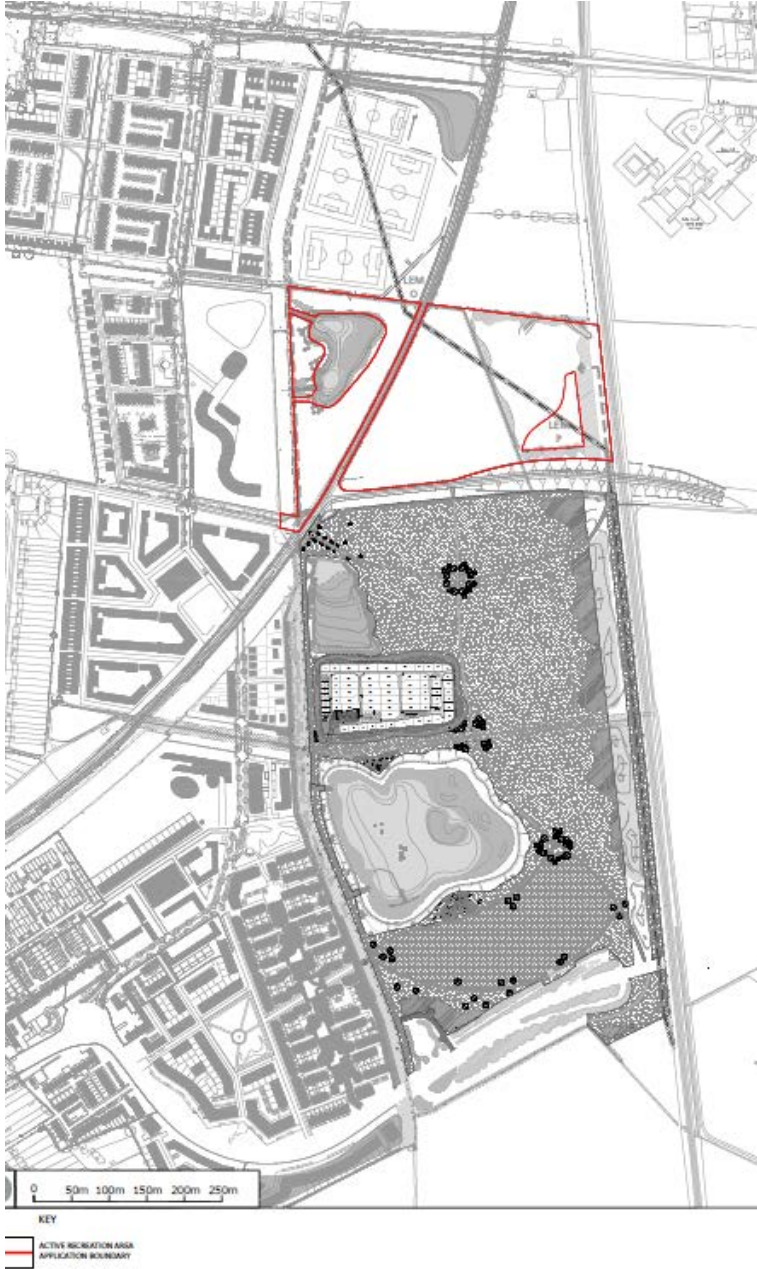
Site Location Plan  
Planting Plan Rev C  
General Arrangement Plan Rev C  
NEAP Design Proposals Rev C

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**15/1829/REM**

Skate Park

# Location Plan showing Application site



# Aerial View



Pond 3

CGB north towards railway station

Hobsons Brook running  
North to south along application  
site

Secondary school site  
beyond hedgerow to  
west

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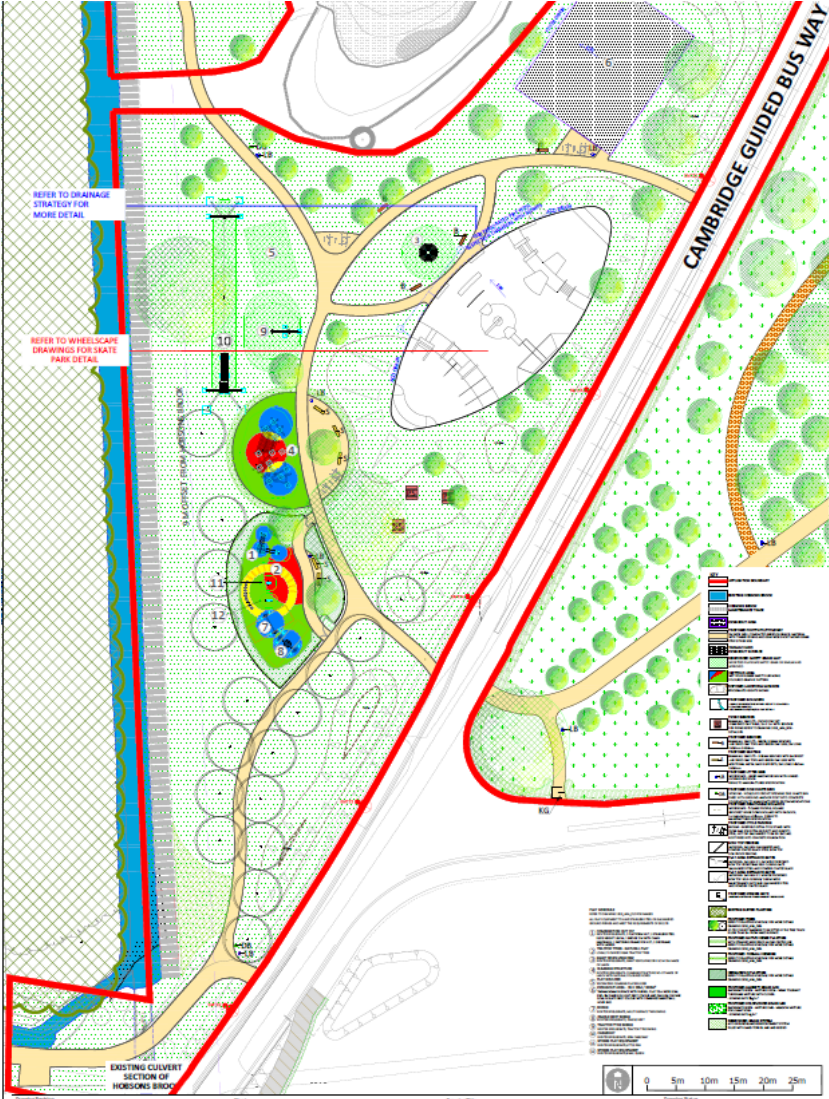
Busway spur

Busway east towards...

# Appendix 1 General Arrangement Plan Rev C



# Appendix 1 NEAP Design proposals Rev C



LANDSCAPE FEATURES



EARTH MOUNDING / NATURAL PLAY EXPERIENCE



CONCRETE KERB AND BREEDON GRAVEL STEPS UP TO TOP OF CENTRAL FEATURE MOUND



BOARDWALK THROUGH WET WOODLAND



WET WOODLAND



GRID OF TREES - 6 SPECIES OF TREES CREATE THE STRUCTURE OF THE GRID OF TREES.



CLEARING - STRONG GEOMETRIC AXIS THROUGH DESIGN



# Appendix 1 Planting Plan Rev C



View west towards pond 3



View south along CGB  
with prosed NEAP site to  
right



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View east towards Addenbrookes  
adjacent to busway spur



View east just beyond busway spur opposite  
proposed Active Recreation Area



View north towards corner  
of proposed NEAP, CGB on right



View north west, looking across  
to pond 3



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