

Joint Development Control Committee - Cambridge Fringes

Date: Wednesday, 24 October 2018

Time: 10.30 am

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

Contact: democratic.services@cambridge.gov.uk, tel 01223 457000

Agenda

Member Development Programme

9.30 to 10.30 AM - **Committee Room One**

To be confirmed.

1 Apologies

2 Declarations of Interest

3 Minutes

(PAGES 3 - 6)

All Committee Members may vote on this item

4 C/5001/18/CC and 18/0840/CTY - Trumpington Park
and Ride Site, Hauxton Road, Cambridge CB2 9FT

(PAGES 7 -
58)

Joint Development Control Committee - Cambridge Fringes Members:

Cambridge City Council: Cllrs Blencowe (Chair), Bird, Page-Croft, Sargeant, Smart and Tunnacliffe, Alternates: Holt, Nethsingha, Moore and Thornburrow

Cambridgeshire County Council: Cllrs Bradnam, Harford, Hudson and Richards, Alternates: Joseph, Kavanagh, Kindersley, Nethsingha, Whitehead and Wotherspoon

South Cambridgeshire District Council: Cllrs Bygott, Chamberlain, Hunt, de Lacey (Vice-Chair), Sollom and Williams, Alternates: Allen, Cone, Ellington, Howell, Cheung Johnson, Topping, Waters and Van de Weyer

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JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

12 September 2018

10.30 - 11.50 am

Present: Councillors Blencowe (Chair), Bird, Page-Croft, Sargeant, Smart, Tunnacliffe, Harford, Richards, Bygott, Chamberlain, de Lacey (Vice-Chair), Sollom, Kindersley and Allen

Officers Present:

Director of Planning and Economic Development: Stephen Kelly

Senior Planner (City): John Evans

Legal Advisor: Keith Barber

Committee Manager: Toni Birkin

Other Officers Present:

Development Control Engineer: Jon Finney

FOR THE INFORMATION OF THE COUNCIL

18/27/JDCC Apologies

Apologies were received from County Councillors Bradnam and Hudson also South Cambs Councillor Hunt. County Councillor Kindersley and South Cambs Councillor Allen were present as Alternates.

County Councillor Bygott was present in the gallery but took no part in the consideration of the applications.

18/28/JDCC Declarations of Interest

Name	Item	Interest
Cllr Chamberlain	18/30/JDCC	Personal: Had been unable to attend training event due to prior engagements and therefore did not take part in the vote on the applications.

18/29/JDCC Minutes

The minutes of the meeting of the 18th July 2018 were agreed and signed as a correct record.

18/30/JDCC S/1004/18/RM and 18/0459/REM - Land North of Newmarket Road

The Committee received reserved matters applications regarding land North of Newmarket Road.

Application S/1004/18/RM concerned detailed appearance, landscaping, layout and scale for infrastructure works, including internal roads, landscaping and drainage as part of Phase 1 of the Wing masterplan of approved outline application S/2682/13/OL for up to 1,300 homes, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development.

Application 18/0459/REM concerned detailed infrastructure works, including internal roads, landscaping and drainage as part of Phase 1 of the Wing masterplan of outline planning permission 13/1837/OUT.

The Committee noted the amendment sheet and the following update:

New condition to be imposed requiring details/size of the allotment car park.

The Director of Planning and Economic Development stated that a small number of properties had been omitted from the consultation process and amended the recommendations as follows:

That subject to no additional material representations arising from the additional consultations, approval of the application be delegated to the Joint Director of Planning and Economic Development subject to the conditions contained in the report as amended by the amendment sheet.

Jamie Wilding addressed the Committee on behalf of the Applicant and in support of the application.

The Committee made the following comments in response to the reports:

- i. Questioned if sufficient weight had been given to the agreed traffic hierarchy as the degree of separation of motor vehicles, pedestrians and cyclists was inconsistent.

- ii. The two way cycle path placed at one side of the carriageway would put cyclists on the wrong side of the road when exiting the site.
- iii. Questioned how through traffic attending the ice rink would be managed at busy times.

In response to comments and questions, Development Control Engineer stated that:

- i. The site had been carefully designed to allow the free flow of residents. The overall design created a sense of place. Road use was expected to be low with street clutter kept to a minimum. Give way signs and additional traffic controls could be installed at a later date should the need arise.
- ii. A Toucan Crossing would be in place to assist cyclists leaving the site.
- iii. The site had been designed to be a comfortable place to live with traffic movements largely controlled by design rather than signage.
- iv. Small kerbs and changes to carriageway surfaces would alert those with visual impairments to their position within the traffic system.
- v. Marshall's had made a commitment to maintain the area to a high standard and although civil enforcement action would not be an option, should verge parking become an issue suitable prevention measures would be installed.
- vi. Road signage directed towards cyclists would be on low key wooden posts and at a suitable sight line height for cyclists.
- vii. A fluid approach would be taken towards any future additional traffic controls. Any complaints or problems would be monitored.

The Committee asked for more details regarding street lighting and the planned diversion of the public right of way. Officer's confirmed that more information would be brought to this committee at a later date.

The Director of Planning and Economic Development stated that the site had been designed to create a feeling of intimacy with front doors opening onto public spaces. There would be low key separation of modes of transport in the quieter feeder streets. Routes to the leisure park might have heavier usage but this was unlikely to be at the peak commuter periods. Hard infrastructure had been avoided where possible as this created a less pleasing place to live. Should traffic control issues arise in future, the design allowed for enforcement measures to be installed retrospectively.

The Committee:

Resolved (by 12 votes to 0 and 1 abstention) that subject to no additional material representations arising from the additional consultations, approval of the reserved matters applications be delegated to the Joint Director of Planning and Economic Development subject to the conditions contained in the report as amended by the amendment sheet.

The meeting ended at 11.50 am

CHAIR

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 24 October 2018

Application Number	C/5001/18/CC (18/0840/CTY (Cambridge City Council))		
Date Received	30 April 2018	Officer	Jonny Rankin
Target Date	17 August 2018 (extension of time 31 October, 2018)		
Parishes/Wards	Trumpington / South Trumpington		
Site	Trumpington Park And Ride Site, Hauxton Road, Cambridge, CB2 9FT		
Proposal	Full Application (Regulation 3) Continued operation of existing Park and Ride Site on 24hr basis together with a proposed extension to accommodate 274 additional car parking spaces (including disabled parking bays); additional bus and coach stops and layout area; reconfiguration of existing car parking and the site entrance; provision of pedestrian and cycle links to Trumpington Meadows and replacement/new undercover cycle parking with associated infrastructure and landscaping.		
Applicant	Cambridgeshire County Council		
Recommendation	Approval		
Application Type	Major	Departure:	No

The above applications 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.

SUMMARY	<p>The application accords with the Development Plan for the following reasons:</p> <p>1) This scheme complies with the general principles of local policy and the NPPF.</p> <p>2) The proposal will have a minimal negative impact on the Cambridge Green Belt and drainage network which is outweighed by the benefits of the increased parking provision.</p> <p>3) Impact to sensitive receptors (adjacent residents and students at the Trumpington Meadows Primary School) is acceptable and the amenity of receptors is further protected by the applied conditions relating to both construction and operational phases.</p> <p>4) Protected species, habitat loss and biodiversity can be mitigated through the implementation of off-site ecological mitigation and applied onsite conditions.</p>
RECOMMENDATION	APPROVAL SUBJECT TO CONDITIONS

APPENDICES

Ref	Title
1	Application Red Line with District Boundary and Green Belt
2	Red Line Boundary Plan
3	Extension Works General Arrangement
4	Extension Works Cyclist Route
5	Landscape Proposals
6	Construction Phases

1.0 SITE DESCRIPTION / AREA CONTEXT

- 1.1 Trumpington Park and Ride is located north-west of Hauxton Road (A1309), covering an area of approximately 7.6 hectares. Access is via a dedicated lane off the roundabout at Junction 11 of the M11 and the Addenbrookes access road and a right-hand signalled junction off Hauxton Road on the approach from Trumpington. The site is proximate to the A10 corridor, M11 north and south and is also close to the Cambridge Biomedical Campus (CBC) thus providing a convenient location for onward trips to CBC.
- 1.2 To the south, west and north is the development known as Trumpington Meadows, west of Hauxton Road. To the east of Hauxton Road are existing developments at Trumpington and Clay Farm. Directly abutting the site to the north-east is the John Lewis Trumpington Customer Delivery Hub, which is a two-storey warehouse building with access via the Park and Ride facility, and two three-storey apartment blocks. To the north-west is Trumpington Meadows Primary School and its grounds, including a Multi Use Games Area (MUGA).
- 1.3 The Park and Ride site opened in November 2001 and was extended in 2005, it currently comprises 1,340 car parking spaces, including 24 disabled parking bays and 560 cycle parking spaces (250 Sheffield Stands plus 60 cycle lockers), 10 bus bays, a single-storey amenity building, balancing pond, and landscaping. It provides a stopping point for buses including routes to Cambridge City Centre, CBC, St Ives, via the Guided Busway, two National Express coach services, and some school buses. The Park and Ride is currently open 24 hours a day 7 days a week, the waiting room is open 07:00 – 18:30 and buses depart 07:00 – 20:10 Monday – Friday, 08:00 – 20:10 Saturday

and 09:00 – 17:45 Sundays.

2.0 THE PROPOSAL

- 2.1 The proposal seeks to operate the existing Park and Ride Site on a 24hr basis together with a proposed extension to accommodate 274 additional car parking spaces (including disabled parking bays); additional bus and coach stops and layout area; reconfiguration of existing car parking and the site entrance; provision of pedestrian and cycle links to Trumpington Meadows and replacement/new undercover cycle parking with associated infrastructure and landscaping. The proposal would result in a total of 1,614 parking spaces, including disabled parking bays and new bus bays. The breakdown of the additional parking is as follows; 265 car parking spaces, 9 disabled bays, 5 bus bays/ spaces a total of 279 new spaces, of which 274 are car parking spaces, in addition to the 1,340 currently available car parking spaces on site.
- 2.2 The 24 hour operation part of the proposal is retrospective having commenced in April of 2014 and relates to:
- Park & Ride Bus Services;
 - Use of the Bus Layover Bays; and
 - Use of Car Parking Spaces.
- 2.3 Condition 21 of the original planning permission was varied via approved application C/0550/02/CC to extend the use of the Park and Ride facility, from the originally consented hours, to include Sundays and to operate between the hours of 09:00 to 19:00. This proposal now seeks retrospective permission for the current 24 hour use of site, the submitted Planning Statement states this is to '*allow for maximum use of the park and ride site*'.
- 2.4 The proposal would retain 544 cycle parking spaces - comprised of 242 Sheffield Stands (designed for 2 cycles each) and 60 cycle lockers. There is also a shared drop-off space for up to 10 Ofo bikes (yellow bikes operated by a smartphone app that are charged on a half-hourly rate for use), although this is not included for in the overall cycle parking figures.
- 2.5 The increased parking provision is delivered via partial removal of landscaping along the western boundary of the Park and Ride Site adjacent to Trumpington Meadows Primary School, and removal of boundary landscaping forming the western boundary of the surface water pond located in the western corner of the Park and Ride site. In addition there is removal of boundary landscaping over a length of approximately 170 metres of the southern boundary of the Park and Ride site. Existing landscaping along the eastern half of the southern boundary directly adjacent to Phases 10 and 11 of the Trumpington Meadows residential development which is currently being constructed is to be thinned but retained, with replacement of the existing surface water attenuation pond with underground tanks and construction of new parking areas on top of the new installation.
- 2.6 Within the Park and Ride, reconfiguration of existing spaces is proposed to take place, including the conversion of 27 existing parent and child bays to standard bays (this is owing to misuse and underutilisation as reported by the Park and Ride operator), the creation of 11 disabled bays by amending kerb location and the creation of 17 standard parking bays (including 3 disabled bays) via replacement of soft verge and Sheffield Cycle stands. Note, the removal of 50 Sheffield Cycle Stands

is compensated by the introduction of 4 Cambridge Cycle Shelters (see paragraph 2.8 below).

- 2.7 The additional 5 bus bays are achieved via removal of 1,300m² of existing soft landscaping in the centre of the Park and Ride site, just to the south of the existing bus bays and forming a buffer between the bus bays and wider parking area to the south. The 5 new bus bays are served by a corresponding new exit from the junction at the entrance of the Park and Ride.
- 2.8 The Sheffield Cycle stands to be removed along the northern boundary of the Park and Ride entrance / exit are proposed to be replaced by 4 Cambridge Cycle Shelters each containing 10 Sheffield Stands each. This amounts to a loss 8 Sheffield Stands (16 cycle parking spaces) from the site as a whole.
- 2.9 Two 3m wide shared cycle and pedestrian linkages are proposed linking into the adjacent Trumpington Meadows Housing Development, one in the south east corner and one approximately half way up the western site boundary. Both are connected with perimeter cycle route within the Park and Ride and have receiving accesses into the adjacent Trumpington Meadows Housing Development and are required to be delivered by the developer as part of that development.
- 2.10 The application is accompanied by the following supporting information, received 30 April, 2018 unless otherwise stated:
 1. Planning Application Form;
 2. Planning Statement;
 3. Red Line Boundary Plan (drawing number 5020069/HW/LP/001 Rev. A);
 4. Access Cross Sections (drawing number 5020069/HW/XS/002 Rev. A);
 5. Access Cross Sections (drawing number 5020069/HW/XS/003 Rev. A);
 6. Access Cross Sections (drawing number 5020069/HW/XS/004 Rev. A);
 7. Access Cross Sections (drawing number 5020069/HW/XS/005 Rev. A);
 8. Extension works General Arrangement (drawing number 5020069/HW/GA/101 Rev. E);
 9. Construction Environmental Management Plan;
 10. Sustainability Statement;
 11. Access from Trumpington Meadows General Arrangement (drawing number 5020069_HW_GA_102 Rev. A);
 12. Access from Trumpington Meadows Kerbs and Footways (5020069/HW/KF/1101 Rev. A);
 13. Covered Cycle Parking Elevations (drawing number 5020069/HW/XS/006 Rev. C);
 14. Extension Works Cyclists Route (drawing number 5020069/HW/SK/001 Rev. A);
 15. Surface Water Drainage System Sheet 1 of 3 (drawing number 5020069/HW/DR/101 Rev. A);
 16. Surface Water Drainage System Sheet 2 of 3 (drawing number 5020069/HW/DR/102 Rev. A);
 17. Surface Water Drainage System Sheet 3 of 3 (drawing number 5020069/HW/DR/103 Rev. A);
 18. Gen Regulations Reg 3 Applicant Letter;
 19. Lighting Assessment;
 20. Transport Assessment;
 21. Environmental Report (received 01 June, 2018);
 22. Surface Water Drainage System (received 01 June, 2018);
 23. Flood Risk Assessment (received 01 June, 2018);
 24. Agent's response to comments received dated 10 July, 2018 (received 11 July,

- 2018);
25. Offline 1 in 100 Micro Drainage Results (received 11 July, 2018);
 26. Offline Storage Pump Micro Drainage Results (received 11 July, 2018);
 27. Proposed P&R Surface Water Flood Volumes (drawing number 5020069/HW/DR/511 Rev. B);
 28. Agent response to County Council's comments on the Transport Assessment (Technical Note) dated 19th July, 2018;
 29. Agent response to Trumpington Residents Association (received 01 August, 2018);
 30. Lighting Arrangement (drawing 5020069/HW/SL/001 Rev. D) (received 02 August, 2018);
 31. Downstream Defender specification (lighting – received 02 August, 2018);
 32. General Arrangement Plan and Sheets 1 – 4, drawing numbers; 393699-MMD-ENV-XX-DR-EN-0016, 393699-MMD-ENV-XX-DR-EN-0017, 393699-MMD-ENV-XX-DR-EN-0018, 393699-MMD-ENV-XX-DR-EN-0019 and 393699-MMD-ENV-XX-DR-EN-0020);
 33. Construction Phases A and B (drawing number 5020069/HW/CP/003 Rev. A) (received 07 August, 2018);
 34. Drainage Maintenance (received 10 September, 2018)
 35. Construction Environmental Management Plan, Skanska – October, 2018 (received 02 October, 2018)
 36. Construction Noise and Vibration Assessment, Mott Macdonald – October, 2018 (received 02 October, 2018)
 37. Soft Landscape Mitigation Proposals, General Arrangement Plan 393699-MMD-ENV-XX-DR-EN-0016; and
Soft Landscape Mitigation Proposals Planting Plan Sheets 1 – 5 393699-MMD-ENV-XX-DR-EN-0017, 18, 19, 20, 21 dated 12th September, 2018 (received 12 September, 2018).

3.0 RELEVANT SITE HISTORY

- 3.1 S/0654/00/CC & C/0315/00/CC - 1,500 Space Park and Ride Car Park, Erection of a One Storey Amenity Building, Creation of 2 New Vehicular Accesses and a Bus Only Access. (APPROVED 1 June 2001)
- 3.2 S/1121/02/CC C/0550/02/CC – Variation of Condition 21 of Planning Permissions S/0654/00/CC & C/0315/00/CC to extend the use of the Park and Ride to include Sundays to operate between the hours of 0900 to 1900. (APPROVED 4 September 2002)

4.0 PUBLICITY

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

- 4.1 This planning application has been subject to consultation and publicity via the standard consultation letters, statutory press notices and the display of site notices in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 4.2 In addition, the Greater Cambridge Partnership issued their own letters of consultation to 118 neighbouring dwellings during March 2018 and advertised the proposal on their website on 1st September 2018 as part of the 'West of Cambridge

Package’ (see; <https://www.greatercambridge.org.uk/news/extra-parking-at-trumpington-park-&-ride-proposed/> retrieved 16 July, 2018).

4.3 The Greater Cambridge Partnership also engaged with the following residents forums prior to submitting the planning application:

- Western Orbital Local Liaison Forum, Trumpington Meadows Residents Association, Harston and Hauxton Parish Council – 11/09/2017 and 27/11/2017;
- Trumpington Meadows Community Meeting – 21/11/2017;
- Engagement Group for M11 Junction 11 Park and Ride – 13/12/2017; and
- Engagement Group for M11 Junction 11 Park and Ride – 12/02/2018.

5.0 POLICY

National Planning Policy Framework (2018) and National Planning Practice Guidance

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 first published on 27 July 2012 (revised on 24 July 2018) and immediately became a material consideration for planning applications. The 2018 NPPF document encourages positive, balanced decisions, emphasises the primacy of the Development Plan and local decision making. The NPPF is accompanied by online Planning Practice Guidance.

Local Development Plan Policy

5.2 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 where appropriate.

Relevant Development Plan policies:

PLAN	POLICY NUMBER
South Cambridgeshire Cambridge Southern Fringe Area Action Plan February 2008	CSF/1 CSF/2 CSF/3 CSF/6 CSF/7 CSF/11 CSF/12 CSF/13 CSF/16 CSF/17 CSF/19 CSF/21 CSF/22
LDF Core Strategy Development Plan Document January 2007	ST/2, ST/10
South Cambridgeshire Local Plan September 2018	CC/1, CC/2, CC/4, CC/6, CC/8, CC/9, HQ/1 NH/2, NH/4, SC/9, SC/11, SC/12, S/3, TI/2, TI/3
Cambridge Local Plan July 2006	3/1, 3/2, 3/4, 3/6, 3/11, 4/1, 4/8, 4/13, 4/15, 8/2, 8/4, 8/5, 8/6, 8/7 8/10, 9/5
Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as	Policy 1, Policy 4, Policy 5, Policy 8, Policy 17, Policy 27, Policy 31, Policy 32, Policy 33, Policy 34, Policy 35,

amended by the Inspectors' Main Modifications	Policy 36, Policy 55, Policy 59, Policy 70, Policy 71, Policy 80, Policy 81, Policy 82
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Relevant Supplementary Planning Documents and Material Considerations:

Supplementary Planning Guidance	<ul style="list-style-type: none"> • LDF District Design Guide: High Quality and Sustainable Development in South Cambridgeshire (March 2010) • Landscape in New Developments SPD (March 2010) • Southern Fringe Area Development Framework (January 2006)
Material Considerations	<ul style="list-style-type: none"> • Area Guidelines - Cambridge Southern Fringe Area Development Framework 2006

Emerging Planning Policy

- 5.3 Planning applications should be determined in accordance with policies in the adopted Development Plan and policy 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 the Cambridge City Council area, therefore, the emerging Local Plan, due for publication, can be taken into account and afforded considerable weight. The Inspector's Report on the Cambridge Local Plan and South Cambridgeshire Local Plan was published on 03 September, 2018 and both plans are found to be sound and providing an appropriate basis for the planning of the area, provided that a number of main modifications are made, which are detailed in their reports. Whilst the South Cambridgeshire Local Plan was adopted on 27 September 2018, the Cambridge Local Plan is due for formal adoption in mid-October, so an update will be provided on the Amendment Sheet.
- 5.4 For the application considered in this report, the following policies in the emerging Cambridge Local Plan can be afforded considerable weight:

Cambridge City Plan

- Policy 1: Presumption in favour of sustainable development
- Policy 4: The Cambridge Green Belt
- Policy 5: Strategic Transport Infrastructure
- Policy 8: Setting of the City
- Policy 17: Southern Fringe Areas of Major Change
- Policy 27: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 31: Integrated water management and the watercycle
- Policy 32: Flood Risk
- Policy 33: Contaminated land
- Policy 34: Light pollution control
- Policy 35: Protection of human health from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 55: Responding to context
- Policy 59: Designing landscape and the public realm
- Policy 70: Protection of priority species and habitats

Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

6.0 EXTERNAL AND INTERNAL CONSULTATIONS

6.1 The following paragraphs provide a summary of the consultation responses received from statutory consultees, and have been separated out to show the comments received as part of the initial public consultation undertaken followed by any comments received in relation to the additional information provided by the applicant:

6.2 **Natural England** – Natural England offered no comments on the application and referred to online standing advice in respect of protected species, ancient woodland and veteran trees.

6.3 **Cambridgeshire Constabulary Designing Out Crime Officer (DOCO)** – support this application, and confirms that if the applicant wishes to consult with the DOCO regarding security and reducing vulnerability to crime they can do so.

6.4 **Lead Local Flood Authority (LLFA) (Cambridgeshire County Council) Original Scheme;** Unable to support the application for the following reasons:

1. The calculations of the drainage system do not appear to have included the pump which is mentioned within the text of the report.
2. The half-drain time of the system is 3087 minutes. As outlined in our surface water guidance document, the half-drain time should not exceed 1440 minutes (i.e. 24 hours) to ensure the system has some capacity for subsequent storms.
3. As flooding is expected in the 1 in 30 and 1 in 100 plus 40% climate change events, a plan of flood routes needs to be provided. This should map the volumes, depths, velocities and extents onto a topographical plan. If flooding is extensive (which it arguable is in this case) the hazard should be considered in line with guidance from CIRIA's Design for Exceedance in Urban Drainage document.

Confirmed if the applicant addressed their issues outlined above the LLFA will review their objection.

6.5 **Lead Local Flood Authority (LLFA) (Cambridgeshire County Council) Amended Scheme;** Based on correspondence and additional plans from the applicant the LLFA confirmed their previous concerns had been overcome as follows:

1. Due to the nature of the attenuation storage being offline, it was not necessary to model the pump. The calculations sufficiently demonstrate that the required volume of attenuation has been provided.
2. It has now been clarified that the 'half-drain' time refers only to the volume of water entering the attenuation feature. As the attenuation has been oversized, there is additional capacity within it to mitigate the longer half-drain time.
3. A plan of the flood routes/locations has been provided and this demonstrates an overall reduction in surface water flooding as a result of the proposed development.

Based on the above the LLFA are now able to remove their objection.

- 6.6 **Lead Local Flood Authority (LLFA) (Cambridgeshire County Council) Amended Scheme;** confirmed that the submitted Drainage Maintenance Document (received 10 September, 2018) was satisfactory.
- 6.7 **Environment Agency** – offered no objection in principle to the proposed development and offered the applicant recommendations and informatives in respect of Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS), Pollution Control, Foul Water Drainage and Contaminated Land.
- 6.8 **Wildlife Officer (Peterborough City Council, acting on behalf of Cambridgeshire County Council)** – Confirmed that he had no objection to the proposal subject to the use of recommended conditions, that would ensure that there was no net loss to biodiversity. Advice was also provided on the following protected species and habitats setting out the necessary conditions to be applied:
- Amphibians – recommendations set out; including pond destruction works to be undertaken September to February, works to be overseen by qualified ecologist, and erection of amphibian exclusion fencing. All amphibian recommendations to be secured by condition/ Ecological Design Strategy.
 - Reptiles - the spoil heap located on the western side of the application site is to be carefully removed during the reptile active season (i.e. between April and Sept) and is carried out under supervision of a suitably qualified ecologist. This may be secured by condition/ is as per the approved Ecological Design Strategy.
 - Nesting birds – noted that the proposal involves the removal of a number of trees and shrubs which are likely to support nesting birds during the nesting season (1st March to 31st August). Recommend that a suitably worded condition be attached requiring the avoidance of such site clearance works during this period, or where this is not possible, that a suitably qualified ecologist first carries out a survey to establish that nesting birds are not present or that works would not disturb any nesting birds. Also recommend as mitigation for this habitat loss that a range of bird nest boxes are installed (either on suitable trees or buildings) that cater for a number of different species such as House Sparrow, Starling & Swift. Details regarding numbers, designs and locations should be provided by the applicant which would be acceptable via a suitably worded condition.
 - Mammals - evidence of numerous rabbits was found within the site. Rabbits are protected under the Wild Mammals Act 1996 from crushing, asphyxiation etc. Given that site clearance works may inadvertently cause such suffering, recommend that a suitably worded condition is imposed requiring that:
 - 1) The site is checked by a suitably qualified ecologist for signs of mammal activity immediately prior to any ground works, soil stripping or vegetation clearance starting. Any mammals found should be caught and moved to a place of safety or left to vacate the site by their own means, as set out in Section 4.4.3 of the Environmental Report;
 - 2) All construction trenches are covered overnight or a means of escape provided for any mammals that may have become trapped.
 - Site design and landscaping - the planting schedule as set out in the submitted Landscape Mitigation Proposals Drawing appears acceptable and may therefore be

implemented in accordance with this detail. The lighting scheme proposals appear broadly acceptable in terms of reducing light levels at the site boundaries to minimise disturbance to any foraging bats.

- 6.9 **Wildlife Officer (Cambridgeshire County Council) – amended scheme;** requested mitigation measures to protect species during construction be included for (as set out in the Environment Report). Additional detail in respect of; retention/enhancement of existing habitats (perimeter planting), installation of refugia and maintenance of retained habitats. Demonstration of overall net biodiversity gain, following off-site mitigation at Byron’s Pool.
- 6.10 **Wildlife Officer (Cambridgeshire County Council) – further amended scheme;** if planning permission is granted, we seek that the proposed off-site mitigation measures be undertaken in accordance with this document. In addition, we seek that the proposed pond monitoring report (see section 5) be submitted to and approved by the Local Planning Authority.
- 6.11 **Biodiversity Officer (Cambridge City Council) – Original Scheme;** recommended an objection on the grounds of a net loss of biodiversity. Whilst recognising that the existing pond management is primarily a drainage feature and that the management to date has not maximised its ecological potential; the Biodiversity Officer considered that the complete loss of a water feature from the site, with no proposed on site or off site mitigation will result in a net loss of local biodiversity which could be deemed contrary to NPPF guidance. In addition the proposed drainage scheme does not offer any of the biodiversity benefits sought through the City Council Sustainable Drainage guidance.
- 6.12 **Biodiversity Officer (Cambridge City Council) Amended Scheme –;** Content with the proposed condition wording and draft of the proposed Ecological Design Strategy (EDS) to allow for off-site mitigation, thus ensuring a net gain in biodiversity. The Biodiversity Officer also confirmed that the City Council is willing to work with the applicant and their appointed consultants to ensure the deliverability of this scheme.
- 6.13 **Biodiversity Officer (Cambridge City Council) draft Ecological Design Strategy** confirmed the City Council support the proposed habitat restoration and enhancement at Byron’s Pool Local Nature Reserve (LNR). Does not want any fish to be transferred to the newly created pond. Requested confirmation that the new pond will be dug prior to the loss of the existing balancing pond. Required confirmation that the proposals within the EDS are run through the DEFRA Biodiversity offsetting metric to demonstrate that they will offer a measurable no net loss or ideally a net gain in biodiversity
- 6.14 **Biodiversity Officer (Cambridge City Council) draft Ecological Design Strategy;** confirmed content with the proposal and submitted document.
- 6.15 **Highways England** – offer no objection.
- 6.16 **Cambridge Past, Present and Future (Cambridge PPF) - Cambridge PPF** do not object to the proposal to extend the existing park and ride site at Trumpington, providing the original landscape and ecological mitigations installed are not only replaced, but are improved upon. In their view there should not be any negative effect to the adjacent neighbours and mitigations should be in place to reduce any undue impact visually, acoustically and environmentally. The uncertainty over the longer term goals for this site and for the proposed park and ride site should be carefully

considered so that a holistic approach is taken on both sides of the M11. Comments were also made on the following:

- Landscape and ecology - When the original site was proposed and the car park built, particular mitigations took place to address the impact to the landscape, ecology, biodiversity, etc. The current application seeks to expand the park and ride, as a short term measure, but the locations for doing so appear to be in the location where these mitigations took place. As a result, how does the Council propose to overcome the loss of the existing pond, the loss of landscape area, etc? In fact, it is unclear if the initial mitigation in the creation of the existing spaces were even sufficient. So if the original mitigation was insufficient, then their proposed loss further exacerbates the current standards. Therefore, Cambridge PPF strongly recommend that a net gain of these things be achieved to overcome the situation.
- Short term and long term solutions – Whilst recognising that this is a relatively quick win in the short term to address the increasing numbers of car users mainly to reach the Bio Medical Campus and the city centre, how does this proposal sit against the longer term aims? It is known that the GCP have plans to create a new park and ride just across the M11 at the roundabout junction. It is also known that due to the Mayor's transport statement, this is currently on hold. Our express concern is about the uncertainty this creates, as well as the question about whether or not the existing park and ride site is to remain when/if the other site is created and what impact that has on the area. Will this site close if the other is built? Will they both be used? Harston and Hauxton villages are very concerned and have started their own campaigns in relation to the traffic that comes through their areas. CPPF have liaised with the City Council's Ecology Officer, Wildlife Trust and the Trumpington Resident's Association on their views over this proposal. CPPF share their concerns about the landscape and buffer zones. Furthermore, CPPF agree that there are questions over the lighting levels, hours of operation, etc.

6.17 **Sustainable Drainage engineer (Cambridge City Council) Original Scheme;** objected as the proposed development is not able to demonstrate it is sustainable as it will increase the risk of pollution to receiving water bodies and will increase flood risk for the following reasons:

- The current pond which serves the park and ride site helps mitigate against water quality impacts from the development, the loss of this feature will be detrimental to the water quality of the receiving water body. No alternative methods of water quality treatment have been set out for either the existing park and ride site areas or the proposed new parking areas.
- A pumped drainage system is proposed, this is not a sustainable solution and increases the residual flood risk on and off site due to the risk of pump failure. The site currently drains via gravity.
- The microdrainage calculations are erroneous and do not include the provision of a pump within the calculations.
- The half drain down time for the 1in100year event plus climate change is in excess of 2 days, officers would normally expect this to be within 24 hours should another storm event precede this.
- Large amounts of above ground flooding are shown in the microdrainage calculations, a plan showing the volumes, depths, velocities and extents are to be mapped onto a topographic survey of the site once the above problems have been rectified. Whilst it is recognised that the site may have already exceeded capacity in areas it important it is understood what the risk is and whether further improvements to the system are required.

The Sustainable Drainage engineer stated that proprietary systems are not a satisfactory method of water quality treatment alone as these are unable to deal with the different types of pollution adequately and require a high degree of maintenance. The type of usage of the site means that it has a medium pollution hazard level.

6.18 **Sustainable Drainage engineer (Cambridge City Council) Amended Scheme;** retained objection as the proposed development is not able to demonstrate it is sustainable as it will increase the risk of pollution to receiving water bodies. Also raised the following points in relation to the objection:

- Section 165 of the NPPF requires sustainable drainage systems (SuDS) to be incorporated unless there is clear evidence it would be inappropriate. No form of sustainable drainage systems have been utilised within this development proposal and it has not been demonstrated why it is inappropriate to incorporate any form of SuDS on site.
- Currently the car park already has a pond designed to control both the frequency of small rainfall events as well as treating pollution close to source. Managing pollution and rainfall at source for all forms (not just oil) will keep pollutant levels and accumulation rates low allowing natural treatment processes to be effective, the loss of this feature will not only cause detriment from the existing car park but the new area of car park proposed.
- The downstream SuDS in Trumpington Meadows whilst a more recent addition have been constructed to mitigate the pollution risks from another development. The addition of this car park will increase the level of pollutants within the SuDS, potentially hindering maintenance activities as well as reducing the amenity and biodiversity value of these existing SuDS features.

6.19 **Sustainable Drainage engineer (Cambridge City Council) – Further amended scheme;** removed objection and confirmed the development proposed is acceptable subject to the imposition of a condition to obtain details of the maintenance and management of the surface water drainage. Also provided the following:

- the use of the hydrodynamic separators on each of the networks will be an improvement over standard catchpits. However they do require a high degree of maintenance and monitoring especially in the early years to make sure the maintenance is at adequate intervals.
- Sediment accumulation will need to be observed for the first year following installation including after heavy rainfall events to establish an appropriate maintenance regime, this should be incorporated into the management and maintenance plan.
- The hydrodynamic separators must be adequately sized to support the peak flow rate from each network.

6.20 **Landscape Architect (Cambridge City Council) Original Scheme;** objection - confirmed that it was not possible to comment on the proposed development until the additional information sought below is received:

1. There is concern about the overall combined loss of buffer vegetation. In general, it is accepted that some loss will occur however, there is a far greater loss than

necessary because there are no proposals for retaining features to avoid re-profiling the vegetated embankments around the site. Embankments that were purposefully put in place originally to help screen the P&R for the benefit of the surrounding residential development.

2. In addition, landscape officers consider that the proposal to remove buffer plantation at the southeast edge of the site is not acceptable. The time it will take to allow new buffer planting to grow will not allow for a functional buffer for some years. It is suggested that the outermost row of parking bays, totalling 31 spaces, is omitted and just the bay access road and inward facing bays is included. This will allow for the retention of some of this buffer plantation as per the other edges where planting is being retained.
3. All areas where the buffer planting bunds are being affected must be retained with retaining structures rather than regrading. This approach should be used in all areas where existing vegetation is being affected. The method shown on the section drawings suggests the bunds will be regraded which will lead to more losses than necessary. It is not entirely clear from the provided drawings to what extent the existing situations will be affected but the sections show that all bund intrusions result in regrading to achieve the design. It is imperative that as much vegetation as possible is retained and we feel this can only be achieved by retaining structures rather than regrading. This same approach should be sought in creating the footway access points from the Trumpington Meadows developments. The paths should be cut through the bunds using retaining structures rather than by regrading. Simple gabion baskets are suggested.
4. Within the planting schedules, landscape officers recommend omission of *Pinus sylvestris* from all mixes. Overall, some of the planting specifications need to be sized up to achieve both initial impact and some age diversity within the buffers. They should range from some 10-12 standards interspersed within the buffers to the smaller sizes already proposed. The individual trees to be used closer to the parking areas and within mowed areas should all be 16-18EHS spec. In principle, landscape officers support the direction the planting proposals are taking but seek to apply conditions to review in more detail once the design is finalised and approved.

6.21 **Landscape Architect (Cambridge City Council) Amended Scheme;** suggested standard conditions in respect of hard and soft landscaping and landscape earthworks. Thereafter requested the following additional information:

1. Expressed concern about the loss of vegetative buffering for incoming residents of Trumpington Meadows. In particular the southern boundary of the P&R site and especially the eastern end of the southern boundary. The existing situation allows a vegetated buffer from the nearest car parking aisle to the proposed building elevation of 23m at its tightest point (see plan). With the proposed layout, the width is reduced to approx. 8m with only about 4-5m being actual planting. It is this area where it is considered that the proposals are unacceptable as no meaningful screen planting can be achieved in such a narrow planting strip. During late autumn to mid-spring visibility through the buffer will be permeable.
2. Landscape officers suggested that the entire aisle be removed but appreciate that the number of additional parking spaces needs to be kept as high as possible. They therefore suggested an alternative of removing 7 spaces to accommodate a wider buffer strip at the narrowest point, nearest to the most affected property.

3. Landscape officers acknowledged that the extent of the regrading and the engineering for retaining features can often take out the same quantity of space, but sought to ensure that all options retained as much of the existing vegetation as possible because the maturity level of the existing trees will be difficult to replace in the short term. Where gabions can be utilised without extensive back grading, landscape officers would expect that to be considered as an option.
 4. Noted that comments regarding planting specifications had been accepted. With respect to the planting mix at plot A1, due to the more narrow and complete replacement landscape officers would like to increase the percentages of *Acer campestre* and *Alnus glutinosa* as they are particularly dense canopied trees and will be more effective at screening from a young age. They would also like to increase the percentage of *Prunus spinosa* (except close to paths and edges) and perhaps add some Hazel to the mix, again, to increase the density of the leaf cover through the buffer.
 5. Whilst not mentioned in the previous comments, landscape officers had discussions at pre-application about strengthening the existing, retained tree strips with additional tree planting throughout which has not been expressed in the proposals. This can be pursued under condition.
 6. Earthworks associated with planting bunds must be landscape bunds rather than engineered bunds. Soils must be loosely placed in layers in line with a landscape specification rather than highly compacted as engineering specification often require. As a result landscape officers have recommended a landscape earthworks condition to be applied.
- 6.22 **Landscape Architect (Cambridge City Council) – Final Amendments;** welcome the additional information supplied with regard to previous comments, but disappointed that the suggested minor changes to the layout could not be accepted. The changes increase the distance between the parking and the future housing particularly for the nearest property and would alleviate potential future nuisance. However, landscape officers appreciate the reasons for not accepting the changes and are content to go forward with the current layout and with the imposition of the conditions.
- 6.23 **Transport Assessment Team (Cambridgeshire County Council) – Original Scheme;** highlighted some deficiencies in the walking and cycling network within the review, and raised queries on how many additional trips were likely to be using these sections of the network as a result of this expansion and whether any improvements are necessary to accommodate these. Further information was also requested on:
- The area of additional parking to the north and how it connects up with footpaths to provide safe access to the P and R bus stops?
 - Clarification on why the parent and child bays were being removed and not replaced?
 - Whether the number of cycles parking at the site will increase and therefore whether any additional spaces are required?
 - Motts identified the need for adjustments to be made to the Vissim model as part of the Transport Assessment (TA) process. All modelling and assessment assumptions used will need to be evidenced and agreed with the County Council. The model should be provided to CCC for review before the results are agreed.

- Consideration of mitigation measures such as the current signalised junction currently VA operated, being upgraded to Microprocessor Optimised Vehicle Actuation (MOVA) as part of this development.

Confirmed that once the model has been submitted and agreed, based on the above, further comments may follow on the impacts and any possible mitigation requirements.

6.24 **Transport Assessment Team (Cambridgeshire County Council) Amended Scheme;** the TA Team confirmed they have no objections to the proposal subject to MOVA being provided at the Park and Ride exit junction. The TA team also confirmed:

- They are content that no additional cycle spaces are required at this point in time.
- The modelling has been checked and they are satisfied it is fit for purpose.
- The assessment demonstrates that this should not have a severe impact on the highway network and will improve the situation north of the Park and Ride site by intercepting vehicles from the A1309.
- The additional spaces will result in additional trips entering and exiting the site at the park and ride junction. This will have a degree of impact on the performance of the junction but with MOVA to be installed at this junction the TA Team consider this will enhance the capacity of the junction to accommodate these vehicles.

6.25 **Environmental Health Officer (Cambridge City and South Cambridgeshire – joint response)** – requested standard conditions be applied in respect of construction hours (noting the proposed hours do not match Cambridge City Standards), collection during construction and construction management plan (CEMP). Also, set out bespoke conditions in respect of Lighting Assessment and noted the proximity of the school next to the Park and Ride Site, for which appropriate additional mitigation of noise, vibration and dust will need to be considered, if such impacts are anticipated to occur at the school premises.

6.26 **Environmental Health Officer (Cambridge City and South Cambridgeshire – joint response) –amended scheme – following receipt of Construction Environmental Management Plan and Construction Noise and Vibration Assessment;** the monitoring and management of environmental impacts detailed within the CEMP and the noise and vibration assessment are deemed to be adequate. Accordingly, the CEMP condition is no longer required and works can progress in line with these approved documents. Reiterated requirement for bespoke condition in respect of Lighting Assessment and also a standard condition in respect of collection and deliveries to and from site.

6.27 **A10 Corridor Cycling Campaign;** expressed concerns on the following:

1. the cycle parking provision has been moved away from the terminal building, and has been packed in much too densely, making it less attractive to use than the existing cycling parking it is due to replace.
2. the proposed placement of bollards in some of the link paths is likely to create some hazards for cyclists.
3. consider that an opportunity has been missed to create a new access into the adjacent housing development (still under construction) - this would shorten the route for pedestrians and cyclists coming from the M11 overbridge, country park, and new housing itself.

4. more broadly, consider that the P&R site interconnects a number of different pedestrian and cycle routes on all four sides of the site, and that better provision ought to be made for through flow of pedestrians and cyclists through the site, as well as better provision for pedestrians and cyclists accessing the bus and coach terminal
 5. express concerns about adding yet another exit from the roundabout in order to serve the new coach stands, and believe that the whole junction ought to be re-designed because the roundabout is already messy and unsafe, and this will only make it worse.
- 6.28 **Camcycle** – Camcycle object to this application on the basis of; poor cycle routing through the site, poor design for the replacement cycle parking and the entry roundabout being made even more hazardous for cyclists and pedestrians.
- 6.29 **Cambridge Biomedical Campus** – Cambridge University Hospital (CUH) fully supports the applications and strongly encourages the work to come forward as a matter of urgency to support the current and forecast expected demand. They note that the Park and Ride site at Trumpington is Cambridge’s busiest Park and Ride site and this application comes at a time when the site is consistently near or at capacity with significant further demand expected both now and in the coming years.

Increasing the parking provision at Trumpington Park and Ride is required to cope with demand from a variety of individuals wishing to access the campus for treatment, work or to visit a patient at the hospitals in addition to those accessing Cambridge Station and the City Centre. Park and Ride sites provide an opportunity to many to access these sites sustainably for the last mile(s) of their journey whether that be by bus, bike or walking - use of facilities such as this should be actively encouraged to reduce congestion on the local highways in Cambridge.

- 6.30 **Cadent Gas Limited** – no objections. However, noted the presence of a major accident hazard high pressure gas pipeline that is in close proximity to the proposed application. Some of the works are either directly above the pipeline or in very close proximity. Cadent Gas expect the developer & civils contractor to engage with them for guidance on completing the works safely and in compliance with the pipeline safety regulations. Cadent Gas request that no works commence until formal written approval is obtained from Cadent Gas and the necessary site visits are booked in to monitor the works accordingly. Please make this a condition of any planning approvals granted.

7.0 PARISH COUNCIL AND NEIGHBOUR REPRESENTATIONS

- 7.1. **South Trumpington Parish Council** – South Trumpington Parish Council has no objections to additional spaces at the Trumpington Park and Ride site. The Parish views the extension to the operating hours as positive as long as there will be buses running during the extended hours, and the area not just used as a car park. However, the Parish objects to the proposed construction working hours and would like these to meet the City Council standards, which are 8am to 6pm Mon-Fri and 8am to 1pm Saturdays with no construction on Sundays or Bank Holidays and no night working. With the building works proximity to a primary school the Parish request a condition that dust and noise should be kept to a minimum and the systems to manage this should exceed the normal standards to minimise disruption and health risks at the school and nearby properties. Ideally construction should occur outside school term time.
- 7.2. **Trumpington Residents Association – Original response;** The Trumpington Residents’ Association (TRA) objects to this application. They accept the case for a

limited number of additional spaces at Trumpington Park & Ride (TP&R) and strongly support the provision of additional Park & Ride spaces at a new site at M11 Junction 11 but object to specific aspects of this application as stated below:

Hours of operation: The application proposes to extend the hours of operation to 24 hours a day for all aspects of the TP&R, i.e. bus services and use of bus layover bays as well as car parking and cycle spaces. At present, according to the County Council's website, the permitted hours for buses and use of bus layover bays is 07.00 – 18.30, it is noted that some buses operate earlier and later than this. No justification is given for this proposal which has not been the subject of prior consultation with interested residents and groups. Do not object in principle to some extension of the present hours of operation for buses. However, TP&R is in the middle of a large and growing residential area and TRA do object to very early and very late hours of operation on any day and particularly at weekends. TRA also object to 24-hour use of bus layover bays on any day given the associated nuisance. The TRA proposes that this matter be made the subject of a specific condition which requires the applicant to consult with residents and community groups such as the TRA, preferably on a proposal modified in light of submitted comments.

Additional bus & coach bays: The application proposes five additional bays at the bus interchange "in the verge area between the existing bus bays and parking to the south". [Planning Statement, paragraph 3.10]. No justification is given for this proposal in the application nor was one advanced during the pre-application appear that, if carried out, the proposal would in practice remove most if not all of the green space which currently separates the existing bus bays from the car parking spaces to the south together with the landscaped bund which separates the walkways from the access road from the A1309 to TP&R's internal roundabout. The applicant should be required to justify this proposal, make clear its intended purpose, assess the likely usage of the additional bays and at what hours, and propose appropriate landscape mitigation measures.

Landscaping: TRA appreciate the attention the applicant has given to the replacement of landscaping to compensate for current landscaping removed or altered to accommodate the additional car parking spaces. However, there are a number of detailed aspects on which they have concerns including; vegetation removal proximate to Trumpington Meadows Primary School, mitigation for loss of balancing pond, replacement trees and bund removal.

Safety: Two safety concerns are not identified in the application:

- A current concern arises at the pedestrian crossing over the bus access road from Hauxton Road to the TP&R's internal roundabout which is used by local residents to enter and leave the TP&R. TRA note that the alignment of the path is to be moved a short distance but are concerned that the sight line will still be poor for both pedestrians and bus drivers and should be improved, or other means of alert put in place to ensure that pedestrians do not all of a sudden find themselves in the path of an oncoming bus or other vehicle as happens at present.
- The second concern relates to the fencing which surrounds the landscaped area in the middle of the bus circulation roads between the TP&R buildings and the current bus bays. This is too low to deter pedestrians from straddling the fence to cross the circulation roads more directly without using the designated routes. It might be argued that this is evidence of a desire line which should be accommodated.

Construction: The Construction Environmental Management Plan was considered a robust document, if fully implemented. However, TRA state it is not entirely clear that there will be no night working. As such, they propose that no night time working should be a condition of any permission that is given. They also propose that early morning working should not be permitted on Saturdays to avoid nuisance to adjacent residential properties, with a start at 08.00 rather than 07.00. Finally, TRA recommend the construction phases are made clear.

Lighting: TRA request confirmation of whether lighting will be dimmed or switched off? They consider dimming may be more appropriate than total switch off given 24-hour access to the car and cycle parking.

7.3. **Trumpington Residents Association – Second response following clarifications from the applicant;** TRA updated their response in relation to the following key areas of concern:

Hours of operation: Noted the applicant's reference to a noise assessment may be reassuring to an extent subject to examination of the assumptions on which it is based but clarified that their objection on this point stands. TRA is not persuaded that extension to 24 hours a day operation for all aspects of the P&R is necessary and object to the proposed 24-hour use of bus layover bays.

Additional bus & coach bays: TRA supports the use of mini buses for school children and wishes it to increase particularly for the schools in Trumpington Road which is heavily congested at school travel times. But it is not made clear why additional spaces are required for the safety of these mini buses.

Landscaping

Trumpington Meadows Primary School: TRA note that the bund would be "re-graded" and "retained as much as possible" but considers further important detail is not given. TRA retain their objection as their concern is "to ensure that an adequate buffer zone and screening is provided to the MUGA (multi-use games area) in particular" as distinct from the School's car parking area.

Loss of the water area: TRA welcomes the applicant's intention "to provide ecological and biodiversity improvements at Byron's Pool to offset any loss of wildlife as a result of this development" and looks forward to being advised of the detail of this mitigation.

Removal of existing trees: The applicant's response does not give the assurance "that all trees removed will be replaced with an equivalent number in other locations"

Removal of half of the bund between the existing attenuation pond and the access from the A1309: Despite the applicant's response TRA remain unclear as to the adequacy or otherwise of the application with regard to the "screening of the TP&R from the residential properties on the eastern side of the Hauxton Road and the new (yet) to be built properties in the southern part of Trumpington Meadows".

Safety

Pedestrian crossing – bus access road: TRA is pleased to note the applicant's response that "visibility will be improved for both buses and pedestrians".

Fencing surrounding the landscaped area in the middle of the bus circulation roads: TRA are disappointed by the applicant's response. A significant safety risk has been pointed out and the response is to say that "This area of the site does not form part of the application site".

Construction: TRA are pleased to note the applicant's response which satisfactorily meets the points raised in their objection.

Lighting: TRA is pleased to note the applicant's response which satisfactorily meets the points raised in their objection.

- 7.4. **Local Residents** – four representations received. One objection from a property on Rustat Road on the basis of cyclist routes through the Park and Ride and into adjoining new housing development. Three letters of support received from proximate neighbours (CB2 / Trumpington) all supporting the proposal on the basis of improved cycle parking, bus services, improved lighting and extended operating hours.

8.0 ASSESSMENT

- 8.1 The proposal seeks to operate the existing Park and Ride Site on a 24hr basis together with a proposed extension to accommodate 274 additional car parking spaces (including disabled parking bays); additional bus and coach stops and layout area; reconfiguration of existing car parking and the site entrance; provision of pedestrian and cycle links to Trumpington Meadows and replacement/new undercover cycle parking with associated infrastructure and landscaping. The proposal would result in a total of 1,614 parking spaces, including disabled parking bays and new bus bays. The breakdown of the additional parking is as follows; 265 car parking spaces, 9 disabled bays, 5 bus bays/ spaces a total of 279 new spaces, of which 274 are car parking spaces, in addition to the 1,340 currently available car parking spaces on site.
- 8.2 The 24 hour operation part of the proposal is retrospective having commenced in April of 2014 and relates to:
- Park & Ride Bus Services;
 - Use of the Bus Layover Bays; and
 - Use of Car Parking Spaces.
- 8.3 Condition 21 of the original planning permission was varied via approved application C/0550/02/CC to extend the use of the Park and Ride facility, from the originally consented hours, to include Sundays and to operate between the hours of 09:00 to 19:00. This proposal now seeks retrospective permission for the current 24 hour use of site, the submitted Planning Statement states this is to 'allow for maximum use of the park and ride site'.
- 8.4 The proposal would retain 544 cycle parking spaces - comprised of 242 Sheffield Stands (designed for 2 cycles each) and 60 cycle lockers. There is also a shared drop-off space for up to 10 Ofo bikes (yellow bikes operated by a smartphone app that are charged on a half-hourly rate for use), although this is not included for in the overall cycle parking figures. The proposal reduces the overall provision of cycle spaces by 8 Sheffield Stands (totaling 16 cycle spaces). However, the lost spaces were outdoors and are replaced with improved, undercover, suitably spaced Sheffield Stands representing an overall improvement in covered cycle parking provision.

- 8.5 The increased parking provision is delivered via partial removal of landscaping along the western boundary of the Park and Ride Site adjacent to Trumpington Meadows Primary School, and removal of boundary landscaping forming the western boundary of the surface water pond located in the western corner of the Park and Ride site. In addition there is removal of boundary landscaping over a length of approximately 170 metres of the southern boundary of the Park and Ride site. Existing landscaping along the eastern half of the southern boundary directly adjacent to Phases 10 and 11 of the Trumpington Meadows residential development which is currently being constructed is to be thinned but retained, with replacement of the existing surface water attenuation pond with underground tanks and construction of new parking areas on top of the new installation.
- 8.6 Within the Park and Ride, reconfiguration of existing spaces is proposed to take place, including the conversion of 27 existing parent and child bays to standard bays (this is owing to misuse and underutilisation as reported by the Park and Ride operator), the creation of 11 disabled bays by amending kerb location and the creation of 17 standard parking bays (including 3 disabled bays) via replacement of soft verge and Sheffield Cycle stands. Note, the removal of 50 Sheffield Cycle Stands is compensated by the introduction of 4 Cambridge Cycle Shelters (see paragraph 2.8 below).
- 8.7 The additional 5 bus bays are achieved via removal of 1,300m² of existing soft landscaping in the centre of the Park and Ride site, just to the south of the existing bus bays and forming a buffer between the bus bays and wider parking area to the south. The 5 new bus bays are served by a corresponding new exit from the junction at the entrance of the Park and Ride.
- 8.8 The Sheffield Cycle stands to be removed along the northern boundary of the Park and Ride entrance / exit are proposed to be replaced by 4 Cambridge Cycle Shelters each containing 10 Sheffield Stands each. This amounts to a loss 8 Sheffield Stands (16 cycle parking spaces) from the site as a whole. The application originally included 48 Sheffield Stands within the 4 Cambridge Cycle Shelters, however, in consultation with the A10 Cycling Group and Camcycle (inclusive of a meeting on Wednesday 25th July, 2018) the proposal was amended to increase spacing between Sheffield Stands (from 0.8m to 1m) and more generous spacing between rows of stands of 1.2m. This is in line with Cambridge City Cycle parking Standards (Appendix D – Cambridge Local Plan 2006) as well as the aforementioned cycle user groups.
- 8.9 28m of the western boundary landscaping adjacent to Trumpington Meadows Primary School MUGA is proposed to be removed, this would reduce the existing 10m boundary down to 6m (in depth from car parking to boundary) of planting alongside a 1m reduction in level in bund height (measured at the highest point) to allow for the introduction of 42 parking spaces along the western boundary. This removal would retain 4m of boundary planting between the proposed additional parking and existing boundary fence, within the 6m overall width.
- 8.10 Removal of the surface water pond located in the south western corner of the Park and Ride site totaling 3,800m² is proposed to allow for the introduction of 145 parking spaces. 7m of boundary vegetation is proposed to be maintained between the proposed parking and boundary fence. There is also a corresponding change in levels, raising the ground 2.5m level above that of the existing attenuation pond (measured at the deepest point).
- 8.11 Removal of 16m of boundary landscaping over a length of approximately 80m in the south east corner of the Park and Ride site at a total depth of 22m with 12m - 6m of

boundary planting retained (depending on the position along the arc of proposed parking). This removal allows for the introduction of 2 rows of additional parking totaling 59 parking spaces with a dividing carriageway.

- 8.12 Sustainable drainage (SuDS) features, such as swales, are not achievable within or adjacent to the site as the proposal replaces the existing balancing pond with additional parking bays. The applicant proposes SuDS with links to the adjacent Trumpington Meadows Housing Development, to manage surface water run-off and contain the risk of pollution to receiving water bodies, namely the River Cam.
- 8.13 The existing balancing pond is proposed to be replaced by offline underground sealed geocellular storage tanks. Owing to the limited space available on the site the invert levels of the tank will be lower than the existing outfall level. Therefore a pumping station will be required to empty the offline storage tank back into the network, the proposed pumping station is located on the south west boundary and part of the subterranean drainage network. The pumping station will be designed to empty the tank at a controlled rate, once the water levels downstream have subsided. Two offline sealed geocellular tanks are proposed on the southern boundary of the Park and Ride site proximate to the location of the existing balancing pond, with 5,135m³ (3,579m³ and 1,556m³) storage volume total. Thereafter, water joins the existing network and links to drainage infrastructure in the adjacent Trumpington Meadows Housing Development.
- 8.14 Two 3m wide shared cycle and pedestrian linkages are proposed linking into the adjacent Trumpington Meadows Housing Development, one in the south east corner and one approximately half way up the western site boundary. Both are connected with perimeter cycle route within the Park and Ride and have receiving accesses into the adjacent Trumpington Meadows Housing Development and are required to be delivered by the developer as part of that development.
- 8.15 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.
- 8.16 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 coordinating 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, minimise waste and pollution whilst moving towards a low carbon economy.
- 8.17 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 development
 2. Hours of operation

3. Green Belt
4. Landscape
5. Sustainable Drainage
6. Sustainable Travel including Cycle Provision
7. Residential amenity including lighting
8. Highway issues
9. Ecology including off-site ecological mitigation

Principle of the development

- 8.18 This application seeks full planning permission for the operation of the existing Park and Ride Site on a 24hr basis, an extension to accommodate 274 additional car parking spaces (including disabled parking bays); additional bus and coach stops and layout area; reconfiguration of existing car parking and the site entrance; provision of pedestrian and cycle links to Trumpington Meadows and replacement/new undercover cycle parking with associated infrastructure and landscaping.
- 8.19 The applicant details the demand for the proposal as arising from the substantial growth and new developments within the area. This includes the ongoing expansion of the Addenbrookes Biomedical Campus, which will significantly increase trips to the park & ride. It is also known that the AstraZeneca headquarters, whilst delayed, will be occupied in 2020 and whilst similarly delayed the Royal Papworth Hospital will move to the Cambridge Biomedical Campus in 2019.
- 8.20 The 24 hour operation is already in place and the applicant is seeking retrospective permission for this as part of the existing park and ride operation. The proposed extension to the Park and Ride is acceptable, in principle, subject to the headings discussed below.
- 8.21 In principle support for the proposal is set out in the Policies listed at Section 5 above, notably in respect of sustainable development, cycling and public transport. The Cambridge Southern Fringe Area Action Plan (2008) at paragraph B.11 (with regards Trumpington West) states *'The development of Trumpington West at a high density and with mixed uses will facilitate travel by foot, cycle and public transport, keeping car use to a minimum, thus putting less strain on the transport network. The transport network will be designed to maximise accessibility by foot and cycle to the frequent bus services departing from the Trumpington Park and Ride site'*. The accompanying Trumpington West: Concept Diagram also includes for the Foot and Cycle Access to the Park and Ride which is included for within this application.
- 8.22 The newly adopted South Cambridgeshire Plan (2018), at Appendix D – Southern fringe Development Area Framework, confirms the need and in principle support for expansion of the Trumpington Park and Ride at paragraph D.12 *'The strategy uses the two transport interchanges at Trumpington Park and Ride and Addenbrooke's Hospital. Opportunities to include more bus stops or to review existing provision will be explored to create an efficient and logical network. Trumpington Local Centre should also provide a destination for bus routes, as should proposed 'nodes' in the new development area's*.
- 8.23 Policy 80: Supporting sustainable access to development of the emerging Cambridge Local Plan, requires at point a that sustainable development is achieved by; *ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's City Centre*

and major centres of employment. The public transport links should be within walking and cycling travel distance of the development.

- 8.24 Policy TI/2: Planning for Sustainable Travel of the South Cambridgeshire Local Plan (2018) similarly requires development be designed to promote sustainable transport. TI/3: Parking Provision of the South Cambridgeshire Local Plan (2018) provides car and cycle parking standards, which must also accord with Policy HQ/1 which requires development to deliver *attractive and safe opportunities for walking, cycling and public transport* (point f.) and; *Provide safe, secure, convenient and accessible provision for cycle parking and storage...*(point i).
- 8.25 The proposed extension to the Trumpington Park and Ride adheres to all of the above policies and supports these, in principle, aims of the respective Local Plans.

Hours of Operation

- 8.26 This element of the application is retrospective as 24 hour operation is already taking place, having commenced in April 2014 according to the applicant's agent. Previous application C/0550/02/CC extended the use of the Park and Ride facility, from the originally consented hours, to include Sundays between the hours of 09:00 to 19:00. The original permission (C/0315/00/CC) permitted operational hours of 06:30 – 21:00 Mondays to Saturdays excepting a small area in the core of the site permitted for unrestricted hours of operation. This area includes the central bus circulation and bay area and a small quadrant of central parking bays immediately to the north of the central amenity building.
- 8.27 The joint Environmental Health Officer (EHO) response (on behalf of both Cambridge City and South Cambridgeshire Councils) agreed with the conclusions within the conclusions of the noise sections of the submitted Environmental Report (Section 5.4); 'Significant adverse noise impacts are not predicted to occur during construction or operation phases assuming best practical means are applied during construction and taking into consideration mitigation already proposed for future residential development at Trumpington Meadows'.
- 8.28 Given the 24 hour operation is already taking place without a statutory noise nuisance occurring or publicised complaints and the view of the relevant EHO officers, the extended hours of operation are considered acceptable in planning terms.
- 8.29 It is noted that the adjacent, under construction, Trumpington Meadows housing development at phases 10 and 11 is not yet completed / inhabited. As such the would-be sensitive receptors are not in-situ at present. The noise assessment undertaken does, however, include for these dwellings and also the adjacent Trumpington Meadows Primary School as sensitive receptors and provides for a worst-case assessment, equivalent to moving the existing (Park and Ride) noise source closer to the receptors. The worst case assessment for the Trumpington Meadows Primary School resulted in a possible increase of 5dBA for each parking car which was assessed as unlikely to affect the background noise level unless the parking space was used repeatedly in a 30 minute period.
- 8.30 With regards the residential receptors, the Environmental Report confirms that the dwelling rooms facing onto Hauxton Road and the motorway will be protected by the

provision of conventional thermal insulating glazing which will providing between 33 and 35 dB attenuation as is required by the British Standard (BS 8233).

- 8.31 The impact of the extended operational hours is considered further under the residential amenity and highways issues sections below. The impact from the construction can be minimised by securing planning conditions for the permitted construction hours and permitted construction delivery hours ensuring that construction doesn't occur late into the evening, overnight, or early morning, where potential disturbance would be most likely (see applied conditions 5 and 6 below).

Green Belt

- 8.32 Whilst the Cambridge Green Belt is a singular designation across both Cambridge City and South Cambridgeshire – the administrative boundary between the two authorities splits the application site, almost centrally with the south west section of the Park and Ride within South Cambridgeshire and the east and northern edge within Cambridge City.
- 8.33 Within South Cambridgeshire, the Green Belt is to the south-west and west of site and borders the adjacent Trumpington Meadows Housing Development. Accordingly, the west side of the Park and Ride site is not within the Green Belt.
- 8.34 On the Cambridge City side of the boundary, whilst the area to the immediate south of the Park and Ride currently under development is not Green Belt, the Park and Ride itself is designated Green Belt. This is a relict designation and should have been amended in previous Local Plan revisions, notably in the 2006 Local Plan strategic reviews.
- 8.35 Nonetheless, as the designation remains an assessment must be made of the impact of the extension to the Park and Ride upon the Green Belt, specifically against the relevant Cambridge City Council Policies. Emerging Policy 4/1 Green Belt of the Cambridge City Local Plan states; *'It is for those proposing development in the Green Belt to show the special circumstances to justify development. Proposals that will increase public access, improve amenity and enhance biodiversity will be supported. In considering any applications in the Green Belt regard will be had to relevant national planning policy guidance'*.
- 8.36 The emerging Cambridge City Local Plan (2014) maintains the Green Belt Purposes of the 2006 Local Plan. The emerging plan also references Trumpington; *'Opportunities have been taken at Trumpington to shape a new Green Belt edge that enhances the landscape setting of the city, as well as enhancing opportunities for recreational access'*. However, it is silent in respect of the inclusion of the Park and Ride site as an otherwise detached pocket of Green Belt.
- 8.37 In terms of acceptability, the NPPF considers 'Proposals affecting the Green Belt at paragraphs 143 – 147. At paragraph 146 NPPF policy states; *Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.* This includes at point c); *local transport infrastructure which can demonstrate a requirement for a Green Belt location.*
- 8.38 In this case the openness is already compromised by the proximate housing development and existing Park and Ride facility. Accordingly, the impact of the proposal is considered acceptable in respect of the Green Belt, noting the proposal is

an extension to local transport infrastructure, which broadly retains the openness of the Green Belt.

Landscape

- 8.39 The Cambridge City Landscape Architect has responded throughout the consideration of the application with concerns over; the loss of buffer vegetation and re-profiling of the vegetated embankments around the perimeter of site. In particular in the south west corner of the site where they considered an increase in maintained planting, via the omission of proposed parking bays, would be beneficial in respect of the neighbouring properties (currently under construction).
- 8.40 The Landscape Architect also requested the paths should be cut through the bunds using retaining structures, such as gabion baskets, rather than by regrading. In agreement with the applicant, amendments to the planting schedules have been made, with a view to increasing cover via use of mature/ dense canopied specimens. Conditions have also been applied in respect of hard and soft landscaping and earthworks (see applied conditions 10, 11 and 12).
- 8.41 The extension to the Park and Ride increases public access via the pedestrian and cycle links to the adjacent Trumpington Meadows housing. Whilst the reduction in vegetative screening around the perimeter of site cannot be considered to improve amenity (from the currently increased stand-off and planting in-situ), in all instances screening is maintained between the Park and Ride and adjacent housing. The increased car parking provision, use of the Park and Ride and sustainable transport benefits have to be balanced against the amenity effect of the proposal upon the immediate neighbours. Crucially, the relevant Environment Health Officers do not hold concerns in respect of the residential amenity of the proximate, currently under construction, dwellings. This is considered further under the 'Hours of Operation' and 'Residential Amenity' sections of this report (see paragraphs 8.12 – 8.17 respectively).
- 8.42 Policy 3/11 'The Design of External Spaces' of the Cambridge City Local Plan (July 2006) requires existing features which positively contribute to the landscape, character and amenity of the site are retained and protected during construction. Emerging Policy 59: 'Designing landscape and the public realm' of the Cambridge Local Plan similarly requires existing features including trees and boundary treatments to be retained and protected.
- 8.43 This requirement is also replicated in Policy CSF/12 of the Cambridge Southern Fringe Area Action Plan (February 2008) similarly requiring existing landscape features to be retained where they make a significant contribution to the urban environment. Finally, the South Cambridgeshire Local Plan (September 2018) at Policy HQ/1: Design Principles (point m.) also requires development must; *Include high quality landscaping and public spaces that integrate the development with its surroundings, having a clear definition between public and private space which provide opportunities for recreation, social interaction as well as support healthy lifestyles, biodiversity, sustainable drainage and climate change mitigation.*
- 8.44 Whilst this application inherently fails in respect of Policy CSF/12 in not retaining existing landscaping, this non-compliance with Policy has to be balanced against the benefits of the scheme in other respects, notably biodiversity net gain (to be provided off site as discussed in paragraphs 8.61 – 8.71) and sustainable transport provision (discussed in paragraphs 8.42 – 8.47). There is more demonstrable compliance with Policy HQ/1 as landscaping is maintained, moreover the proposal also has a well-

defined boundary between the public (Park and Ride) and private (adjacent dwellings) whilst integrating via the two shared pedestrian and cycle accesses to and from the adjacent Trumpington Meadows housing.

- 8.45 The Cambridge City Landscape Architect requested amends to increase the distance between the parking and under construction housing, maintaining an increased buffer which the applicant did not include for. Conditions suggested by the Landscape Architect in respect of the detail of the Hard and Soft Landscaping and also Landscape Earthworks have been applied (Conditions 10 and 12) and provide full detail in respect of the bunding and boundary vegetation where maintained. The detail in respect of Hard and Soft Landscaping has been provided and the Landscape Architect is content for the scheme to progress in accordance with that detail. The Landscape Earthworks detail is yet to be provided and as such remains a pre commencement condition. (Condition 12)
- 8.46 In dialogue with the City Landscape Architect the new tree size has been increased from 4 -6cm in girth to 10 -12cm (Standard 'Select' stock size) with the remainder of the trees in the planting schedule increased to 8 – 10cm girth (Standard 'Select' stock size). This offers a more immediate screening impact in terms of the height of the trees going in.
- 8.47 With reference to tree removal and noting the comments of the Trumpington Residents Association, trees to be removed include 12 individual trees (individual trees with stem diameters greater than 150mm plotted) and 3 groups of trees (comprised of trees with stem diameters less than 150mm). The submitted arboricultural report was undertaken in accordance with BS 5837:2012 (the relevant British Standard for the completion of Arboricultural Surveys) and as such is appropriate in not itemising the exact number of trees to be removed, aside from the 12 individual trees identified. The arboricultural consultant has provided an estimate of 923 trees to be removed within the 3 groups, giving a total tree removal of 935 trees. It is, however, known that 1,040 trees in total (excluding the shrubs) are to be planted following vegetation removal. Accepting that the trees to be removed are likely more mature than those proposed to be planted, overall there will not be a net loss of trees.
- 8.48 Whilst there will be a lag between the 1,040 trees, to be planted within the application site, reaching maturity and offering a comparable level of screening to the existing levels submitted visualisations showing 10 year growth detail an appropriate level of vegetative screening when considered against the existing provision. This is assessed further within the Residential Amenity section, starting at paragraph 8.48 below.
- 8.49 Overall, although there is a Policy tension with the Policies discussed above (Policy 3/11, Policy 59 and policy CSF/12) in that the existing landscape features, including trees are to be removed and the depth of boundary treatment reduced in places, there is also considerable re-stocking and landscaping proposed and designed in conjunction with the City Landscape Architect.
- 8.50 Coming back to Policy HQ/1: Design Principles of the newly adopted South Cambridgeshire Local Plan (September 2018), which requires; *a clear definition between public and private space which provide opportunities for recreation, social interaction as well as support healthy lifestyles, biodiversity, sustainable drainage and climate change mitigation.* It is considered, on balance that the identified Policy tension is overcome via the overall maintenance of the shared boundary treatment, the pedestrian and cycle linkages proposed, the off and onsite biodiversity mitigation,

sustainable drainage solution and in principle support as established from paragraph 8.18 above. Notably, in supporting sustainable travel and cycle use for onward journeys into and from the City centre.

Sustainable Drainage

- 8.51 The Environment Agency responded with no objection to the principle of development and reverted to the Lead Local Flood Authority (LLFA) in respect of sustainable water drainage. Following points of clarification between the applicant and LLFA including the overall reduction in surface water flooding the LLFA were able to remove their initial holding objection.
- 8.52 Cambridge City Council Local Plan Policy 8/18 Water, Sewerage and Drainage Infrastructure (July 2006); emerging City Local Plan Policy 31: Integrated water management and the water cycle; and South Cambridgeshire Council Local Plan Policy Policy CC/8 Sustainable Drainage Systems (September 2018), support the use of Sustainable Drainage Systems and would only support development where land drainage is available to meet the demands of the development.
- 8.53 The Sustainable Drainage Officer at Cambridge City Council initially responded with objection on the basis the loss of the balancing pond and use of underground storage tanks would increase pollution and would not constitute sustainable drainage as required by the NPPF. Following consultation with the applicant's appointed sustainable drainage engineers the initial objection was lifted. This is subject to the provision of details of the maintenance and management of the surface water drainage scheme (see applied Condition 15).
- 8.54 Run off into the neighbouring Trumpington Meadows housing development is avoided through the underground, sealed geocellular storage tanks emptied into the offline storage tank and back into the network via the pumping station on the south west boundary of the application site. Thereafter, water joins the existing network and links to drainage infrastructure in the adjacent Trumpington Meadows Housing Development. The pumping station is designed to empty the tank at a controlled rate, once the water levels downstream have subsided.
- 8.55 Pollution within run off is controlled by the proposed vortex separator which prevents washout of pollutants including; suspended solids, floatable trash and petroleum products (as would be expected given the Park and Ride use).
- 8.56 With the implementation of the appropriate applied Conditions 13, 14 and 15, as discussed above, the proposal will therefore be compliant with the Policies 8/18, 31 and CC/8 in respect of Sustainable Drainage.

Sustainable Travel including Cycle Provision

- 8.57 The proposal conforms with the principles of policies 8/4 Walking and Cycling Accessibility and 8/5 Pedestrian and Cycle Network (Cambridge City Local Plan, 2006), which both encourage new developments to give priority to walking and cycling, safeguard land and link with the pedestrian and cycle network, and improve and retain existing routes. While not specifically applicable to this proposal as it is a transport infrastructure project itself, the policies show the emphasis on prioritising sustainable travel accessibility and availability within the city.
- 8.58 The emerging City Local Plan, Policy 80, similarly supports public transport, walking to, from and within a development all of which are inherent within the proposal.

- 8.59 South Cambridgeshire Local Plan (2018) is similarly explicit at policy TI/2: Planning for Sustainable Travel in stating; *Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport and include; Provision of new cycle and walking routes that connect to existing networks, including the wider Rights of Way network (point b.) and; Provision of secure, accessible and convenient cycle parking in accordance with Policy TI/3 (point d.)*.
- 8.60 Initial objections were received from the A10 Cycling Group and Camcycle following which amendments were made to increase spacing between Sheffield Stands (from 0.8m to 1m) and more generous spacing between rows of stands of 1.2m. This is in line with Cambridge City Car and Cycle Parking Requirements (Appendix L – of emerging Cambridge Local Plan 2018). Whilst the proposal amounts to an overall loss of 8 Sheffield Stands (16 cycle parking spaces) overall improved cycle parking provision is secured, through the use of covered cycle parking with improved spacing.
- 8.61 During discussion, the A10 Cycling Group and Camcycle also raised concerns in respect of the positioning of bollards in the shared pedestrian and cycle entrances to the west and south of the site boundaries. The applicant team has confirmed these are required for pedestrian safety and to ensure vehicular access cannot be achieved into the Park and Ride at these points. Accordingly, the number and arrangement of these bollards has not been amended.
- 8.62 Overall, the proposal improves the existing Park and Ride function, introduces two connecting, shared pedestrian and cycle accesses to the adjacent housing and improves the overall cycle parking in line with projected usage. Accordingly, it is considered to comply with the relevant Cambridge City and South Cambridgeshire Council Policies (8/4, 8/5, 80 and TI/2) in respect of sustainable travel.

Residential Amenity

- 8.63 It is considered that the period when this proposal is most likely to have an impact on residential amenity is during the construction phase.
- 8.64 The impact from the construction can be minimised by securing planning conditions ensuring the permitted construction hours and permitted construction delivery hours do not occur late into the evening, overnight, or early morning, where potential disturbance would be most likely (see applied Conditions 5 and 6).
- 8.65 A Construction Environment Management Plan has been submitted to ensure that procedures and practices minimise disturbance to local residents as much as possible (see applied Conditions 5 and 8).
- 8.66 Operationally, the additional vehicular movements and cyclists are unlikely to cause a detrimental impact to the amenity of sensitive receptors. As per the joint Environmental Health Officer response and detailed in Hours of Operation section above, the noise impacts arising from the proposal are considered acceptable in respect of the identified sensitive receptors, namely students at the Trumpington Meadows Primary School and also future residents of the under construction housing. In addition, and in the interests of amenity. Cambridge Local Plan (July 2006) policies 3/11 'The Design of External Spaces' and 4/15 'Lighting' set out the requirement for a lighting assessment to be conditioned (see applied Condition 7).

- 8.67 The closest dwellings to the proposed parking bays are 6m from the shared boundary and 9m from the parking bay to the dwelling on the southern boundary and 9m from the shared boundary and 16m from the parking bay to dwelling on the western boundary.
- 8.68 On the southern boundary approximately 5m of vegetation is retained with an additional 1m either side of the planting, from the current 20m of boundary vegetation. On the western boundary the boundary vegetation is maintained at a width of approximately 8m, albeit the parking bays are considerably closer owing to the removal of the balancing pond and introduction of parking spaces on the same footprint.
- 8.69 The southern boundary forms the most sensitive location, as the existing planting is proposed to be removed in its entirety and replaced, the applied hard and soft landscaping condition (see applied Condition 10) requires full detail including for the species, plant sizes and densities in the interest of the visual amenity of the adjacent dwellings. This relates solely to the application site and does not account for any boundary planting and or fencing proposed on the adjacent housing site.
- 8.70 The boundary treatment for the adjacent Trumpington Meadows scheme is subject to condition, it is understood that fencing is proposed to the rear of the properties abutting the south and west boundaries. Although outside of the application site for this proposal and subject to separate district planning authority consideration, it is both relevant and reasonable that the dwellings would include for their own means of enclosure which would improve the amenity relationship between the dwellings and Park and Ride.
- 8.71 On the western boundary adjacent to Trumpington Meadows Primary School MUGA, 4m of boundary planting between the proposed additional parking and existing boundary fence is proposed to be retained, given the stand-off and internal fencing associated with the MUGA this relationship is considered appropriate. Any views through the vegetation will be comparable with the existing arrangement (accepting the reduction in depth of the vegetation) where views are glimpsed through the vegetative cover, retaining fencing of the MUGA and in the context of the Park and Ride use. This use is inward facing, where vehicles will park and drivers/ passengers make their way to the central waiting room, bus stops and cycle parks before continuing their onward journey.
- 8.72 Visualisations have been provided showing the West and South boundaries after 1, 5 and 10 years of tree growth. The visualisations show a relationship with the neighbouring housing and MUGA comparable with the existing situation by year 5. Pre year five there will be a reduction in the vegetative screening afforded. Currently, some intermittent views are achieved through the tree trunks and boundary fence. The use of larger specimens, as requested by the City Landscape Architect, will improve the gap between planting and the year 5 vegetative screening afforded. At 10 years of growth the canopy of the trees screens up to window height of the adjacent housing (downstairs and upstairs), with the roof tops visible above the varied tree line.
- 8.73 Details have been submitted in respect of the proposed lighting arrangement, notably upon the west and south west boundaries of the application site where the adjacent housing is closest to the adjacent, under construction housing. The lighting to the exterior of the site is proposed on a 6m galvanised street lighting column, fitted with a lighting shield. The shield directs the luminance from each of the perimeter lights into

the site avoiding light spill towards the adjacent housing. Although a lighting assessment was submitted in support of the application this did not meet the Councils (Cambridge City and South Cambridgeshire) environmental standards. Accordingly, compliance with Institute of Lighting Professionals (ILP) - Guidance Notes for the Reduction of Obtrusive Light -GN01:2011 is conditioned to ensure an appropriate amenity relationship with the adjacent dwellings (see applied Condition 7).

- 8.74 Policy 34 Policy 35 of the emerging Cambridge Local Plan, both seek to protect residential amenity. The submitted Construction Noise and Vibration Assessment accords with Policy 35 and has been approved by the relevant Environmental Health Officers. The Environmental Health Officers have also required a lighting Assessment as per applied Condition 7. Policy HQ/1: Design Principles of the South Cambridgeshire Local Plan (2018) similarly requires development to; *Protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight which avoids unacceptable impacts such as noise, vibration, odour, emissions and dust.* It is considered that with the applied conditions 5, 6, 7, 8 and 9 that the residential amenity of neighbouring sensitive receptors is sufficiently protected and the application is compliant with Policies 34, 35 and HQ/1.

Highways Issues

- 8.75 It is considered that the proposal is compliant with Policy 8/2 Transport Impact of the Cambridge City Local Plan (July 2006); emerging Cambridge City Local Plan Policy 81: Mitigating the transport impact of development; and South Cambridgeshire Local Plan Policy TI/2: Planning for Sustainable Travel (September 2018), which require that developments do not have an unacceptable transport impact, and provide the necessary information in order to assess the impacts of a proposal.
- 8.76 Highways England offered no objection to the proposal and after initial queries around calculations used, subject to the applied condition in respect of traffic signals The County Council's Transport Assessment Team similarly has no objection. Therefore, the proposal is acceptable in highways terms and when considered against the relevant policies; 8/2, 81 and TI/2.

Ecology – including off-site ecology

- 8.77 Policies 4/2, 4/3 and 4/8 of the Cambridge Local Plan (July 2006) and emerging Cambridge City Local Plan Policy 70: Protection of priority species and habitats, supports development which would enhance and protect priority habitat, which would minimise ecological harm and secure achievable mitigation and compensation measures. This is mirrored by South Cambridgeshire Local Plan Policy NH/4: Biodiversity (September 2018), which requires new development to maintain, enhance, restore or add to biodiversity.
- 8.78 Crucially, the NPPF also highlights, that development should; contribute to and enhance the natural and local environment by; *'minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'* (paragraph 170 d).
- 8.79 Given the nature of the site and proposal, which seeks to maximise the available space within the site via the removal of existing landscape features and the balancing

pond, prior to mitigation the proposal would constitute a net loss for biodiversity. Failing in respect of the above Policies, as well as the NPPF at paragraph 170 d.

- 8.80 Accordingly, both on and offsite mitigation is proposed to be secured through an Ecological Design Strategy (EDS). On site a range of bird boxes are approved, including 18 new nest boxes (of varied design) in addition to the existing 22 currently in situ, providing compensatory nesting opportunity for breeding birds in place of the vegetation and balancing pond removal. These nest boxes are approved under the submitted hard and soft landscaping scheme. The EDS will include for onsite mammals, ensuring clearance works do not inadvertently cause suffering and all trenches include for means of escape to avoid mammals becoming trapped.
- 8.81 Off-site mitigation is proposed at Bryon's Pool Local Nature Reserve to compensate for the loss of the balancing pond and habitat for amphibians. This will be detailed in the Ecological Design Strategy and in consultation with the Cambridge City Council Biodiversity officer and County Ecologist. Works are also restricted to the northern part of site until the receiving off-site mitigation at Byron's Pool is in place (see Condition 3).
- 8.82 A site meeting was held onsite at Byron's Pool Local Nature Reserve on Wednesday 04 July, 2018. The Cambridge City Biodiversity Officer, applicant and applicant's appointed ecologists from Mott McDonald attended to establish proportionate off-site ecological mitigation for the loss of the onsite water feature (balancing pond). This resulted in the drafting of the submitted EDS (see applied conditions 3 and 4).
- 8.83 Bryon's Pool Local Nature Reserve (LNR) is owned and managed by Cambridge City Council and the mitigation has been designed in consultation with the Biodiversity Officer at Cambridge City Council who also confirms the mitigation is deliverable and that the City Council is willing to work with the applicant to deliver the scheme in conjunction with existing reserve management and work teams.
- 8.84 The ecological design strategy will include for:
- The creation of a new pond within Byron's Pool LNR habitat to compensate for the loss of habitat at the Park and Ride site; and
 - Improvement of the existing pond habitats within Byron's Pool LNR to benefit amphibians which would be increasing value to that which already exists.
- 8.85 Any amphibians found upon draining the balancing pond within the Park and Ride site can be translocated to the receiving habitats within the Bryon's Pool Local Nature Reserve. Similarly, in respect of reptiles (not considered likely to be onsite) the spoil heap located on the western side of the application site is to be carefully removed during the reptile active season (i.e. between April and Sept) under supervision of a suitably qualified ecologist (see applied condition 4).
- 8.86 The success of the EDS will be reviewed within 6 – 8 months of completion of the works, and the success of the implementation of the pond will be measured via:
- Capacity for water retention;
 - freedom from invasive plant species listed on schedule 9 of the Wildlife and Countryside Act 1981 (as amended); and
 - presence of early successional plant growth.

- 8.87 Taking into account the above points, it is considered that subject to the imposition of the ecological conditions outlined above the proposal complies with Emerging Policy 70 of the Cambridge Local Plan; Policy NH/4 of the South Cambridgeshire Local Plan (September 2018); and paragraph 170 d of the NPPF (2018).

9.0 CONCLUSION

- 9.1 This proposal has been considered against local and national planning policy, as well as other material planning considerations, in order to provide a full assessment of the benefits and negatives that need to be balanced with a project of this nature.
- 9.2 It is considered that subject to compliance with the planning conditions discussed in this report and set out below, the proposal will have a minimal negative impact on the Cambridge Green Belt and drainage network which is outweighed by the benefits of the increased parking provision. Furthermore, it is also considered that any impact to sensitive receptors (adjacent residents and students at the Trumpington Meadows Primary School) is acceptable and receptors are protected by the submitted CEMP, Construction Noise and Vibration Assessment, artificial lighting assessment and applied conditions. The protected species, habitats and biodiversity can be mitigated through the implementation of off-site ecological mitigation as conditioned and set out in the EDS.
- 9.3 Whilst the loss of vegetative planting around the perimeter of the site does not comply with the policies listed under the Landscape section of the assessment, in all instances a vegetative buffer is maintained, albeit this reduces the planting and screening currently in-situ. This policy failure has to be weighed against the identified benefits, specifically biodiversity gain (off and onsite), replacement planting, the increased parking provision, improved cycling and cycle parking and pedestrian infrastructure; all of which are considered by officers to outweigh the vegetation loss and minimal negative impacts when mitigation and compensation measures are taken into account.

RECOMMENDATION

APPROVE (C/5001/18/CC) subject to the following conditions:

Advisory Note

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Conditions 3, 6, 7, 8, 12 and 13 below all require further information to be submitted, or works to be carried out, to protect the environment and ensure sustainable methods of operation during the construction of the development and are therefore attached as pre-commencement conditions. The developer may not legally commence development on site until these conditions have been satisfied.

1. Commencement

This permission comes into effect on the date of this consent in accordance with the approved plans and documents. Within 14 days of the commencement of the development the County Planning Authority shall be notified in writing of the date at which the development commenced.

Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following information and plans (received 30 April 2018, unless otherwise stated), the Agent's response to comments dated 10 July 2018, and the Agent's response to comments on the Transport Assessment (Technical Note) dated 19 July 2018, except as otherwise required by any of the conditions set out in this permission:

- Red Line Boundary Plan (drawing number 5020069/HW/LP/001 Rev. A) dated 26 April 2018;
- Access Cross Sections (drawing number 5020069/HW/XS/002 Rev. A) dated 24 April 2018;
- Access Cross Sections (drawing number 5020069/HW/XS/003 Rev. A) dated 24 April 2018;
- Access Cross Sections (drawing number 5020069/HW/XS/004 Rev. A) dated 24 April 2018;
- Access Cross Sections (drawing number 5020069/HW/XS/005 Rev. A) dated 24 April 2018;
- Extension works General Arrangement (drawing number 5020069/HW/GA/101 Rev. E) dated July 27 2018 (received 02 August 2018);
- Access from Trumpington Meadows General Arrangement (drawing number 5020069_HW_GA_102 Rev. A) dated 24 April 2018;
- Access from Trumpington Meadows Kerbs and Footways (5020069/HW/KF/1101 Rev. A) dated 24 April 2018;
- Covered Cycle Parking Elevations (drawing number 5020069/HW/XS/006 Rev. C) dated 24 April 2018;
- Extension Works Cyclists Route (drawing number 5020069/HW/SK/001 Rev. A) dated 24 April 2018;
- Surface Water Drainage System Sheet 1 of 3 (drawing number 5020069/HW/DR/101 Rev. A) dated 27 April 2018 (received 30 April 2018);
- Surface Water Drainage System Sheet 2 of 3 (drawing number 5020069/HW/DR/102 Rev. A) dated 27 April 2018 (received 30 April 2018);
- Surface Water Drainage System Sheet 3 of 3 (drawing number 5020069/HW/DR/103 Rev. A) dated 27 April 2018 (received 30 April 2018);
- Environmental Report by Mott Macdonald, dated 30 April 2018 (received 01st May 2018);
- Flood Risk Assessment by Mott Macdonald, dated 30 April 2018 (received 01st May 2018);
- Offline 1 in 100 Micro Drainage Results by Skanska, dated 25 April 2018 (received 11th July, 2018);
- Offline Storage Pump Micro Drainage Results by Skanska, dated 21 June 2018 (received 11th July, 2018)
- Proposed P&R Surface Water Flood Volumes (drawing number 5020069/HW/DR/511 Rev. B) dated 07 June 2018 (received 12 July 2018);
- Soft Landscape Mitigation Proposals (Soft Landscape Mitigation Proposals) 393699-MMD-ENV-XX-DR-EN-0016 dated 12 September 2018 (received 12 September 2018);

- General Arrangement Plan and Sheets 1 – 4, drawing numbers; 393699-MMD-ENV-XX-DR-EN-0017, 393699-MMD-ENV-XX-DR-EN-0018, 393699-MMD-ENV-XX-DR-EN-0019, 393699-MMD-ENV-XX-DR-EN-0020 and 393699-MMD-ENV-XX-DR-EN-0021) dated 12 September 2018 (received 12 September 2018);
- Construction Phases A and B (drawing number 5020069/HW/CP/003 Rev. A) dated 03 August 2018 (received 07th August, 2018);
- Construction Environmental Management Plan, Skanska – September, 2018 (received 10th September, 2018)
- Construction Noise and Vibration Assessment, Mott Macdonald – September , 2018 (received 10th September, 2018)

Reason: To define the site and protect the character and appearance of the locality in accordance with policy 37 of the Cambridge Local Plan (adopted July 2006) and Policy DP/2 of the South Cambridgeshire Local Plan (adopted September 2018).

3. Ecological Design Strategy

No material operation shall take place (including any demolition, ground works, or site clearance) in phase B (as detailed on plan 5020069/HW/CP/003 Rev. A) until an ecological design strategy (EDS) addressing both onsite mitigation and amphibian off site mitigation has been submitted to and approved in writing by the County Planning Authority, in consultation with the Biodiversity Officer at Cambridge City Council. The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To ensure the protection of existing species and the ecological and biodiversity value of the area in accordance with policies 4/2, 4/3 and 4/8 of the Cambridge Local Plan (adopted July 2006), Policy NH/4 of the South Cambridgeshire Local Plan (adopted September 2018) and in line with National Planning Policy Framework (NPPF) paragraphs 174 and 175. The Ecology Design Strategy detail will need to be implemented ahead of any construction within phase B of the application site.

4. Protected Species

The development shall be carried out in accordance with the Ecological Design Strategy approved under condition 3 in respect of Protected Species including:

- i) the timing and schedule for the removal of the trees and hedges on site which avoids harm to nesting birds;
- ii) the installation of bird nest boxes as listed on drawing 393699-MMD-ENV-XX-DR-EN-0016 (Soft Landscape Mitigation Proposals); and
- iii) ensuring clearance works do not inadvertently cause suffering and all trenches include for means of escape to avoid mammals becoming trapped.

Development shall be carried out in accordance with the approved specification.

Reason: To ensure the protection of existing species and the ecological and biodiversity value of the area in accordance with policies 4/2, 4/3 and 4/8 of the Cambridge Local Plan (adopted July 2006), Policy NH/4 of the South Cambridgeshire Local Plan (adopted September 2018) and in line with National Planning Policy Framework (NPPF) paragraphs 174 and 175. The Ecology Design Strategy detail will need to be agreed ahead of the construction phase so the scheme must be in place before development starts.

5. Construction Hours and Construction Collection/Delivery Hours

Construction works shall only take place between the following hours: 0800 hours and 1800 hours Monday to Friday, 0800 hours and 1300 hours on Saturday, and at no time on Sundays, Bank or Public Holidays.

No deliveries to, or removal of waste or materials from, the site shall take place except between the hours of 0800 and 1800 Monday to Friday, 0800 and 1300 on Saturdays, and at no time on Sundays, bank or public holidays.

Reason: To protect the amenity of the adjoining properties in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006) and Policy SC/11: Noise Pollution and Policy HQ/1: Design Principles of the South Cambridgeshire Local Plan (adopted September 2018).

6. Construction Noise and Vibration

No Material Operation shall be carried out until a Construction Noise and Vibration Report has been submitted to, and approved in writing by, the County Planning Authority. The plan shall set out the demolition / construction noise and vibration impact associated with this development in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites, and include full details of any piling and mitigation measures to be taken to protect sensitive receptors from noise and vibration.

The development shall only be carried out in accordance with such approved details.

Reason: To protect the amenity of the adjoining and nearby sensitive receptors in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006) and Policy SC/10: Noise Pollution and Policy HQ/1: Design Principles of the South Cambridgeshire Local Plan (adopted September 2018). The Construction Noise and Vibration Report relates to the construction phase so must be in place before the material operations start.

7. Lighting Assessment

No car parking spaces within phase B (as detailed on plan 5020069/HW/CP/003 Rev. A) shall come into use until an artificial lighting scheme has been submitted to and approved in writing by the County Planning Authority. The scheme shall include an artificial lighting impact assessment which shall include horizontal and vertical isolux contour plans, light levels into windows and predicted source intensity / luminaire intensity at receptors to demonstrate levels of glare. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, operated and thereafter retained in accordance with the approved details / measures.

Reason: In the interests of amenity in accordance with Policies 3/11 and 4/15 of the Cambridge Local Plan (adopted July 2006) and Policy SC/9: Lighting Proposals of South Cambridgeshire Local Plan (adopted September 2018).

8. Construction Management Plan

No Material Operation shall be carried out until a Construction Management Plan has been submitted to, and approved in writing by, the County Planning Authority. The plan shall include, but not be limited to, details of:

- a) construction methods, including measures to minimise the spread of airborne dust from the site during the construction period;
- b) existing path closures and maintenance of safe access;
- c) construction vehicle movements, numbers and routes;
- d) site protective fencing;
- e) plant required to serve the compound such as generators and any security lighting for well being;
- f) site compound layout; and
- g) a plan for the removal/reinstatement of the site compound following completion of the development.

The development shall only be carried out in accordance with such approved details.

Reason: To protect the amenity of the adjoining properties in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006) and Policy HQ/1: Design Principles of the South Cambridgeshire Local Plan (adopted September 2018). The Construction Management Plan relates to the construction phase so must be in place before development starts.

9. Collections

There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13) and Policy HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).

10. Hard and Soft Landscaping

Hard and soft landscape works shall be carried out in accordance with the approved details as shown on drawings:

- Soft Landscape Mitigation Proposals, General Arrangement Plan 393699-MMD-ENV-XX-DR-EN-0016; and
- Soft Landscape Mitigation Proposals Planting Plan Sheets 1 – 5, drawing numbers; 393699-MMD-ENV-XX-DR-EN-0017, 393699-MMD-ENV-XX-DR-EN-0018, 393699-MMD-ENV-XX-DR-EN-0019, 393699-MMD-ENV-XX-DR-EN-0020 and 393699-MMD-ENV-XX-DR-EN-0021) dated 12 September 2018 (received 12 September 2018).

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development in accordance with Policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan (adopted July 2006) and Policy HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).

11. Replanting

Any trees or shrubs which are removed, die, become diseased or are harmed in any way within five years of the initial planting shall be replaced during the next planting season, with the same species.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development in accordance with Policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan (adopted July 2006) and Policy HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).

12. Landscape Earthworks

Within 3 months of the date of this decision notice full details of all earthworks to be undertaken shall be submitted to and approved in writing by the County Planning Authority. These details shall include a soil handling and spreading method statement in line with the DEFRA Code of practice for the sustainable use of soils on construction sites and the proposed grading and mounding of land areas including the levels and contours to be formed showing the relationship of proposed mounding to existing vegetation and surrounding landform.

Development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of the earthworks are acceptable in accordance with Policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan (adopted July 2006) and Policy HQ/1 of the South Cambridgeshire Local Plan (adopted September 2018).

13. Surface Water Drainage Maintenance and Management Scheme

No Material Operation shall be carried out until details of the maintenance and management of the surface water drainage scheme have been submitted to and approved in writing by the County Planning Authority. The submitted details shall identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. The plan shall also clarify the access that is required to each surface water management component for maintenance purposes.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details and management and maintenance plan.

Reason: To prevent the increased risk of flooding, to protect water quality, improve habitat and amenity, and to ensure that the drainage and flood risk implications of developments are mitigated in accordance with policies 4/6 and 4/16 of the Cambridge Local Plan (adopted July 2006) and Policy CC/8 of the South Cambridgeshire Local Plan (adopted September 2018). Elements of the surface water drainage arrangements may need to be installed in an early part of the construction phase so the scheme must be in place before development starts.

14. Microprocessor Optimised Vehicle Actuation (MOVA) signals at the Park and Ride Exit

- Prior to first use of the additional parking spaces as shown on Extension works General Arrangement (drawing number 5020069/HW/GA/101 Rev. E) signals at the Park and Ride exit will be upgraded to MOVA to increase the junction's capacity. This upgrade is to be delivered by the applicant and maintained for the lifetime of the development.

Reason: to maintain flow on the main radial route into and out of Cambridge whilst also catering for the additional Park and Ride flow in accordance with Policy 8/2 Transport Impact of the Cambridge City Local Plan (July 2006); emerging Cambridge City Local Plan Policy 81: Mitigating the transport impact of development; and South Cambridgeshire Local Plan Policy TI/2: Planning for Sustainable Travel (September 2018).

15. Contaminated Land

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 County 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 County Planning Authority.

The remediation strategy shall be implemented as approved.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with policy 4/13 of the Cambridge Local Plan (adopted July 2006).

Informatives

1. Material Operation

As per the Town and Country Planning Act 1990, Section 56(4) “material operation” means:

- (a) any work of construction in the course of the erection of a building;
- (aa) any work of demolition of a building;
- (b) the digging of a trench which is to contain the foundations, or part of the foundations, of a building;
- (c) the laying of any underground main or pipe to the foundations, or part of the foundations, of a building or to any such trench as is mentioned in paragraph (b);
- (d) any operation in the course of laying out or constructing a road or part of a road;
- (e) any change in the use of any land which constitutes material development.

2. Noise Impact

For any noise attenuation scheme proposed due regard should be given to current government / industry standards, best practice 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 & in particular Appendix 6: Noise” downloadable from:

<http://www.scambs.gov.uk/content/district-design-guide-spd>

3. Foul Water Drainage

Foul water drainage (and trade effluent where appropriate) from the proposed development should be discharged to the public foul sewer, with the prior approval of

Anglian Water Services Ltd., unless it can be satisfactorily demonstrated that a connection is not reasonably available.

Anglian Water Services Ltd. should be consulted by the applicant and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal.

4. Surface Water Drainage

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). The EA consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in the EA's Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here:

<https://www.gov.uk/government/collections/groundwater-protection>

In addition, they must not be constructed in ground affected by contamination and if the use of deep bore soakaways is proposed, the EA would wish to be re-consulted. The proposals will need to comply with EA Groundwater protection position statements G1 and G9 to G13.

5. Environment Agency advice to applicant

The applicant's attention is drawn to the advice provided by the Environment Agency in their letter dated 08 June 2018 in relation to guidance on Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS), Pollution Control, Foul Water Drainage and Contaminated Land.

6. Pollution Control

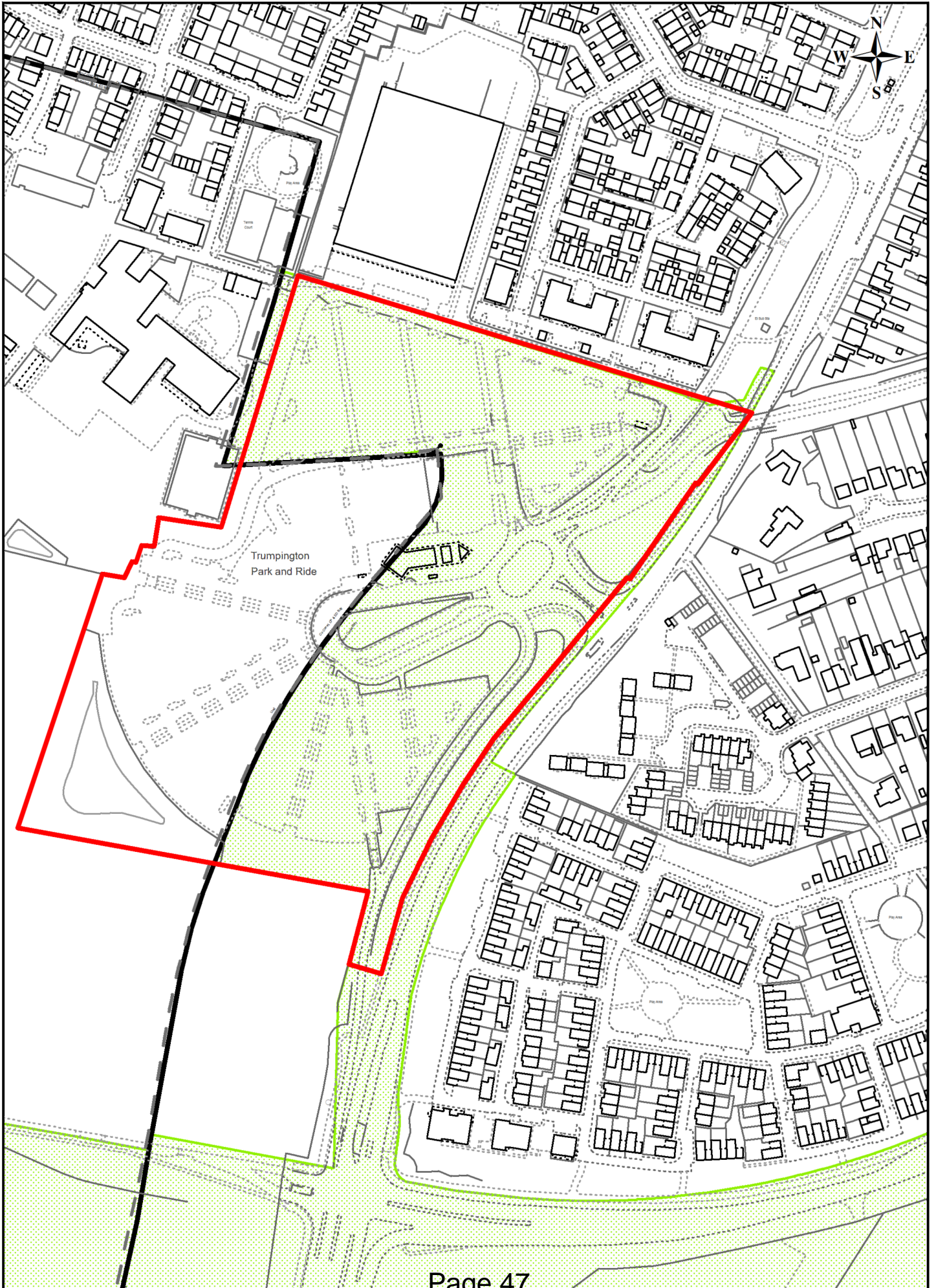
Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

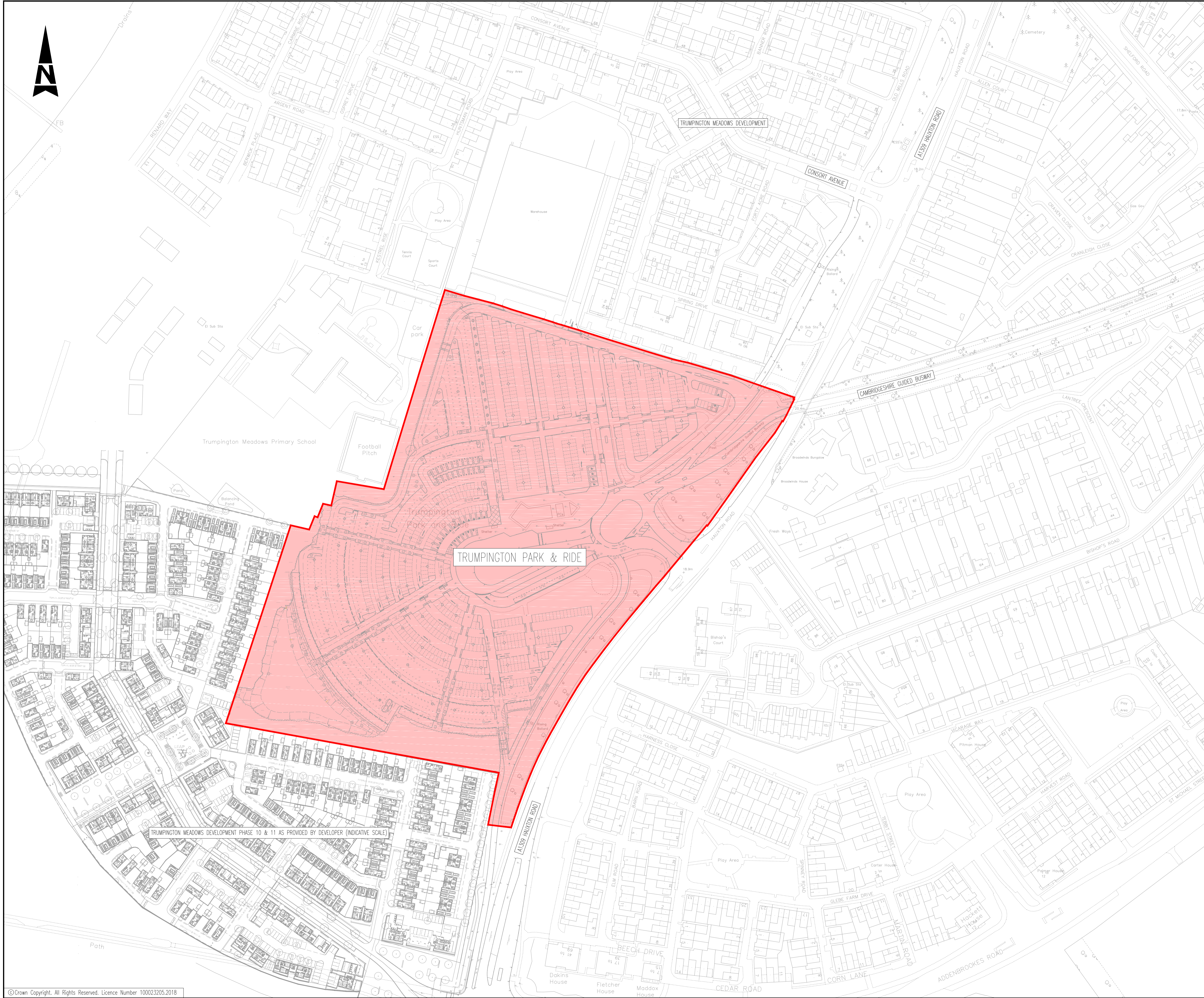
7. Pipeline Safety

Cadent Gas expect the developer & civils contractor to engage with them for guidance on completing the works safely and in compliance with the pipeline safety regulations. Cadent Gas request that no works commence until formal written approval is obtained from Cadent Gas and the necessary site visits are booked in to monitor the works accordingly.



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DO NOT SCALE



KEY
 RED LINE LAND BOUNDARY
 AREA OF TRUMPINGTON PARK AND RIDE - 76,283.03m²

Rev	Description	By	Date	Chk'd	Auth
A	FOR PLANNING	CM	26/04/18	RLB	JW
A	FOR PLANNING		26/04/18		JW

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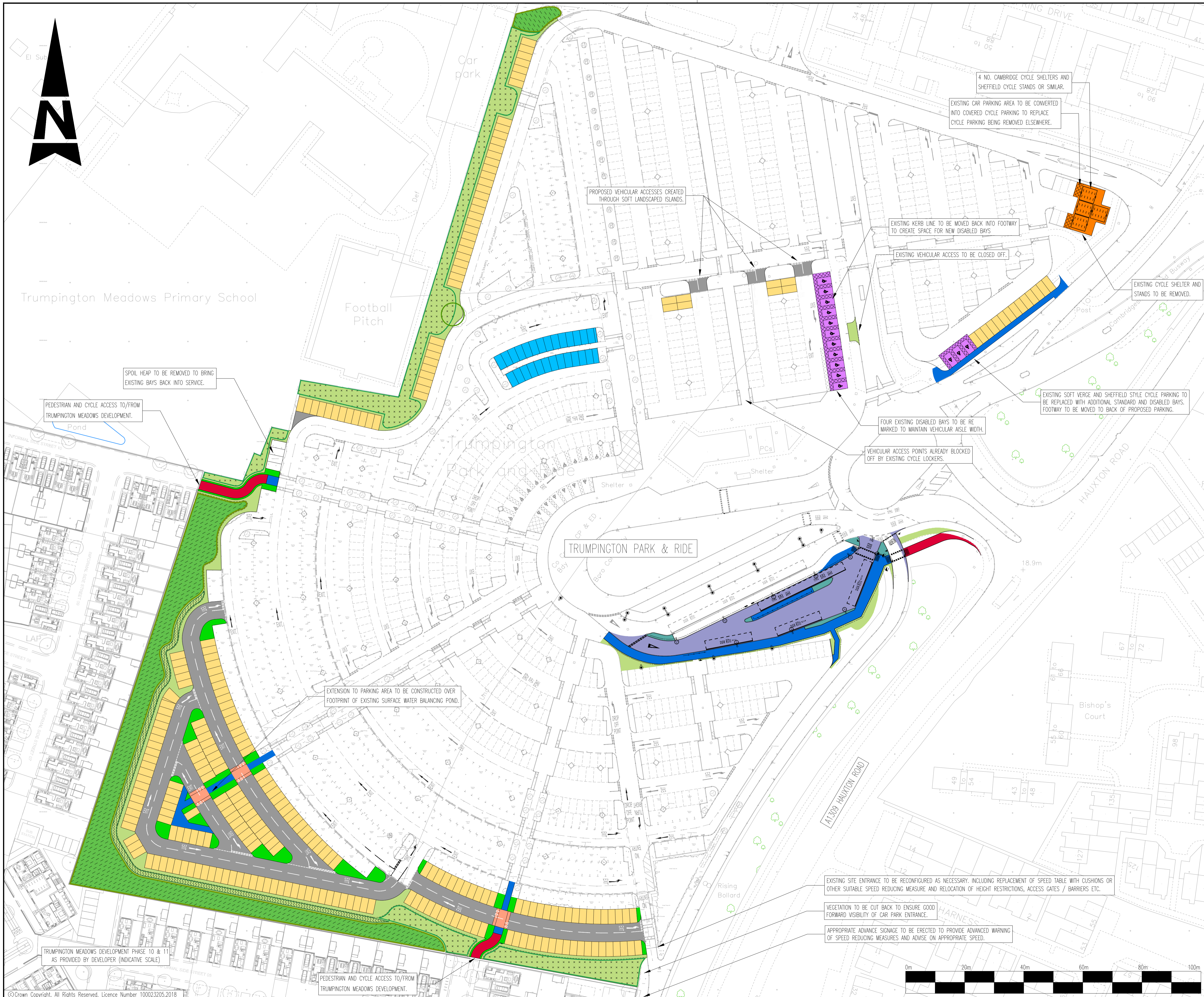


Project
**TRUMPINGTON PARK & RIDE
 EXTENSION**

Title
RED LINE BOUNDARY PLAN

Original Scale	Designed/Drawn	Checked	Authorised
1:1250@A1	CM	RLB	JW
Date 05/04/18	Date 19/04/18	Date 20/04/18	
Status	Drawing Number	Rev	
P	5020069/HW/LP/001	A	

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- NOTES:**
1. PROPOSED STANDARD PARKING BAYS TO BE A MINIMUM OF 2.4m WIDE AND 5.0m LONG.
 2. PROPOSED DISABLED PARKING BAYS TO BE A MINIMUM OF 2.4m WIDE AND 5.0m LONG WITH 1.2m WIDE HATCHING AS SHOWN.
 3. PROPOSED CIRCULATORY ROADWAY / AISLES ARE TO BE 6.0m WIDE AND BI-DIRECTIONAL TO BE CONSISTENT WITH THE EXISTING SITE.
 4. PROPOSED ROAD MARKINGS AND SIGNAGE TO BE CONSISTENT WITH THE EXISTING SITE.
 5. EXISTING RADIAL PEDESTRIAN WALKWAYS ARE TO BE EXTENDED INTO THE PROPOSED PARKING AREAS AS SHOWN.
 6. SPEED REDUCTION MEASURES IN THE FORM OF SPEED TABLES ARE TO BE PROVIDED AS SHOWN TO BE CONSISTENT WITH THE EXISTING SITE.
 7. STANDARD PARKING BAYS REMOVED = 18
PARENT AND CHILD PARKING BAYS REMOVED = 17
DISABLED PARKING BAYS REMOVED = 1
STANDARD PARKING BAYS CREATED = 300
DISABLED PARKING BAYS CREATED = 10
NET GAIN IN PARKING SPACES = 274

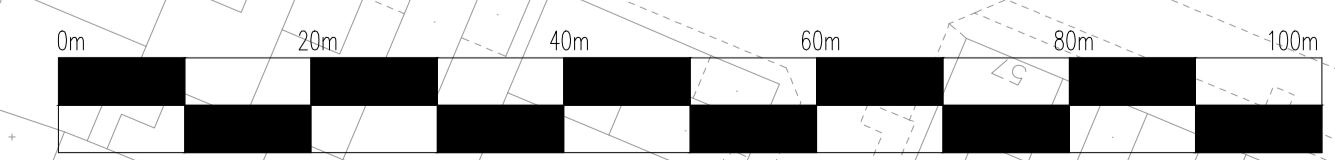
- KEY:**
- PROPOSED FOOTWAYS - BLOCK PAVING
 - PROPOSED FOOTWAYS - ASPHALT
 - PROPOSED CIRCULATORY ROADWAYS / AISLES
 - PROPOSED BUS & COACH ONLY ROADWAYS
 - PROPOSED RAISED TABLE
 - PROPOSED STANDARD PARKING BAYS
 - EXISTING PARENT AND CHILD BAYS TO BE CONVERTED TO STANDARD BAYS
 - EXISTING STANDARD BAYS TO BE CONVERTED TO DISABLED BAYS
 - PROPOSED COVERED CYCLE PARKING
 - PROPOSED HARD LANDSCAPING
 - PROPOSED LANDSCAPED AREAS, FOR DETAILS REFER TO DRAWING: 393699-MMD-EN-XX-DR-EN-0016

Rev	Description	By	Date	Chk'd	Auth
E	CYCLE STAND SPACING ADJUSTED	CM	27/07/18	QJB	JW
D	NOTE 8 REMOVED, ACCESSES AMENDED	STE	04/04/18	RLB	JW
C	DEVELOPMENT ACCESSES INCLUDED	CM	19/03/18	AE	JW
B	CHANGES FOLLOWING STAGE 1 AUDIT	BN	15/03/18	RLB	JW
A	STAGE 1 ROAD SAFETY AUDIT		26/02/18		JW

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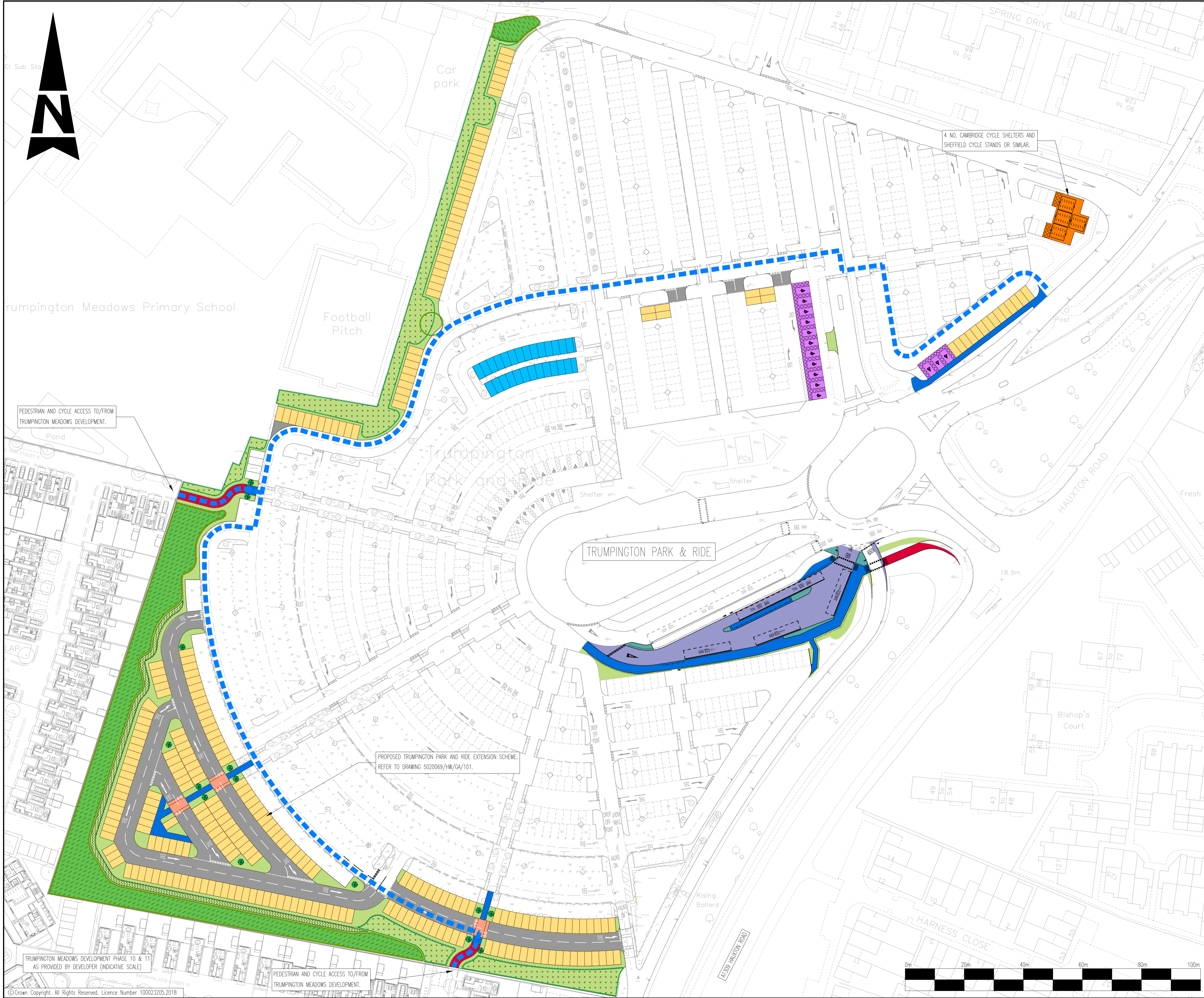
Project TRUMPINGTON PARK & RIDE EXTENSION			
Title PROPOSED PARK AND RIDE EXTENSION WORKS GENERAL ARRANGEMENT			
Original Scale 1:600	Designed/Drawn BN Date 22/02/18	Checked RLB Date 26/02/18	Authorised JW Date 26/02/18
Status P	Drawing Number 5020069/HW/GA/101	Rev E	



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DO NOT SCALE

A1



KEY:

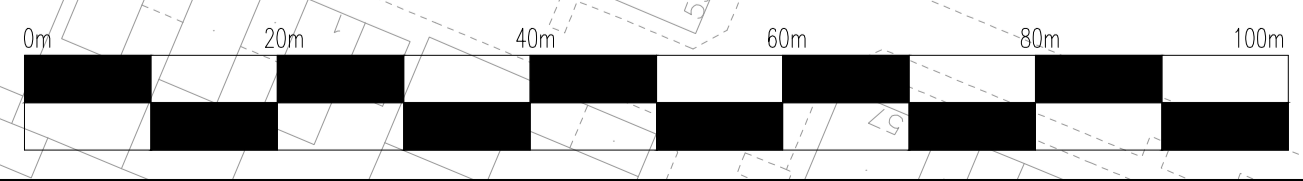
- PROPOSED FOOTWAYS - BLOCK PAVING
- PROPOSED FOOTWAYS - ASPHALT
- PROPOSED CIRCULATORY ROADWAYS / AISLES
- PROPOSED BUS & COACH ONLY ROADWAYS
- PROPOSED RAISED TABLE
- PROPOSED STANDARD PARKING BAYS
- EXISTING PARENT AND CHILD BAYS TO BE CONVERTED TO STANDARD BAYS
- EXISTING STANDARD BAYS TO BE CONVERTED TO DISABLED BAYS
- PROPOSED COVERED CYCLE PARKING
- PROPOSED HARD LANDSCAPING
- PROPOSED LANDSCAPED AREAS, FOR DETAILS REFER TO DRAWING: 383689-MMD-ENV-XX-DR-EM-0016
- PROPOSED CYCLIST ROUTE

Rev	Description	By	Date	Chk'd	Auth
A	FOR PLANNING	CM	20/03/18	RLB	JW
P	FOR PLANNING		06/04/18		JW

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Project TRUMPINGTON PARK & RIDE EXTENSION			
Title PROPOSED PARK AND RIDE EXTENSION WORKS CYCLIST ROUTE			
Original Scale 1:600@A1	Designed/Drawn CM	Checked RLB	Authorised JW
Status P	Drawing Number 5020069/HW/SK/001	Date 20/03/18	Date 19/04/18
		Date 20/04/18	Rev A



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The existing, narrow buffer planting between the school parking and sports facilities on the north-western boundary requires removal to enable the proposed extension, along with the removal and re-grading of the shallow bund this planting currently sits on. The planting proposal specifies full replanting of similar species and spacings, with groundwork's re-graded to provide a suitable level to enable successful implementation of the planting scheme. Following a period of establishment, the planting will develop into a similar screening feature as the current situation in-site, limiting the visual impact of the extension and the Park and Ride as a whole.

New pedestrian and cycle access way from neighbouring development. New connections will receive a sympathetic landscape design to maintain a level of openness and sight-lines free of vegetation.

Tree avenues continued into extension development using appropriate species and stock sizes.

The existing woodland buffer planting located here will largely remain unchanged apart from a narrow section of vegetation removal on the car-park side to allow for localised re-grading to accommodate the extension development. The impact of this removal will be mitigated through replacement planting of matching species mixes at appropriate spacings.

New pedestrian and cycle access way from neighbouring development. New connections will receive a sympathetic landscape design to maintain a level of openness and sight-lines free of vegetation.

A section of the southern boundary buffer planting requires removal and replacement to accommodate the additional spaces provided in this area. Any attempt at re-grading of this area to retain a section of trees would expose the root systems. Therefore new buffer planting is proposed with matching species and spacings, planted to replace the existing vegetation that is removed. Over time this new planting will establish and integrate with the retained woodland buffer planting continuing along the boundary.

Areas to be seeded with 'verge and embankments' grassland mix in keeping with current scheme, to tie into existing.

- Notes
- Do not scale from this drawing.
 - Drawing to be viewed in colour.
 - This drawing is to be read in conjunction with all other relevant drawings.
 - Setting-out under the direction of the Landscape Architect.

Refer to DWG's no.
393699-MMD-ENV-XX-DR-EN-0017 to 0021 'Planting Plans' 1-5 for detailed plant schedules and soft landscape specification.

- Key to symbols
- Soft Landscape:
- Existing woodland screening to be retained (mixed species)
 - Proposed mixed species buffer planting (Plots A1, A2, C1 & C2)
 - Proposed replacement screening planting to front edge slope of replacement bunding (Plot B)
 - Low-maintenance grass seeded areas, including maintenance strip to car parking areas
 - Proposed individual tree
 - Existing individual tree to be retained adjacent to working area

- Structures and Surfacing by others (for reference only):
- Additional parking, highway and hard landscaping enhancements
 - Existing boundary treatment

- Reference drawings
- 393699-MMD-ENV-XX-DR-EN-0017 - Planting Plan (1 of 5)
 - 393699-MMD-ENV-XX-DR-EN-0018 - Planting Plan (2 of 5)
 - 393699-MMD-ENV-XX-DR-EN-0019 - Planting Plan (3 of 5)
 - 393699-MMD-ENV-XX-DR-EN-0020 - Planting Plan (4 of 5)
 - 393699-MMD-ENV-XX-DR-EN-0021 - Planting Plan (5 of 5)
 - 393699-MMD-ENV-XX-RP-EN-0001 - Arboricultural Report
 - 5020069/SL/001 - Proposed Lighting Layout
 - 5020069/HW/GA/101 - Proposed P&R Extension Works, General Arrangement
 - 5020069_HW_GA_102 - Access to P&R Site from Trumpington Meadows Development, General Arrangement

Rev	Date	Drawn	Description	Ch'k'd	App'd
P06	12.09.2018	HL	Amendments to schedule & notes	LS	CP
P05	14.08.2018	TJ	Amendments to north east of scheme	LS	CP
P04	31.07.2018	TJ	Amendments to tree species	LS	CP
P03	24.04.2018	HL	For Planning	LS	CP
P02	16.04.2018	HL	For Planning	LS	CP
P01	09.04.2018	HL/LS	DRAFT For Comment	LS	CP

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Client

GREATERS CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity
Delivering our City Deal

Title
Trumpington Park & Ride Extension
Soft Landscape Mitigation Proposals
General Arrangement Plan

Designed	H Lavelle	Eng check	
Drawn	H Lavelle	Coordination	A Guise
Dwg check	L Scarff	Approved	C Patterson
Scale at A1	Status	Rev	Security
NTS	PRE	P06	STD
Drawing Number 393699-MMD-ENV-XX-DR-EN-0016			

Nest Boxes

The bird boxes need to be installed on appropriate fencing posts, trees or bespoke posts. They should be located and orientated with input from the site ecologist.
It is recommended that where trees lack the height or girth to support a nest box, boxes are placed on wooden posts at a height of at least 1.5m above ground. This is likely to be the case for all boxes in newly planted areas.
Majority of nest boxes to be positioned in existing woodland stand in SW corner of site as this is likely to provide preferred habitat.
Location of boxes within planting areas to be agreed on site by an ecologist.
Examples of appropriate nest boxes can be found at: www.nhbs.com/equipment/bird-boxes

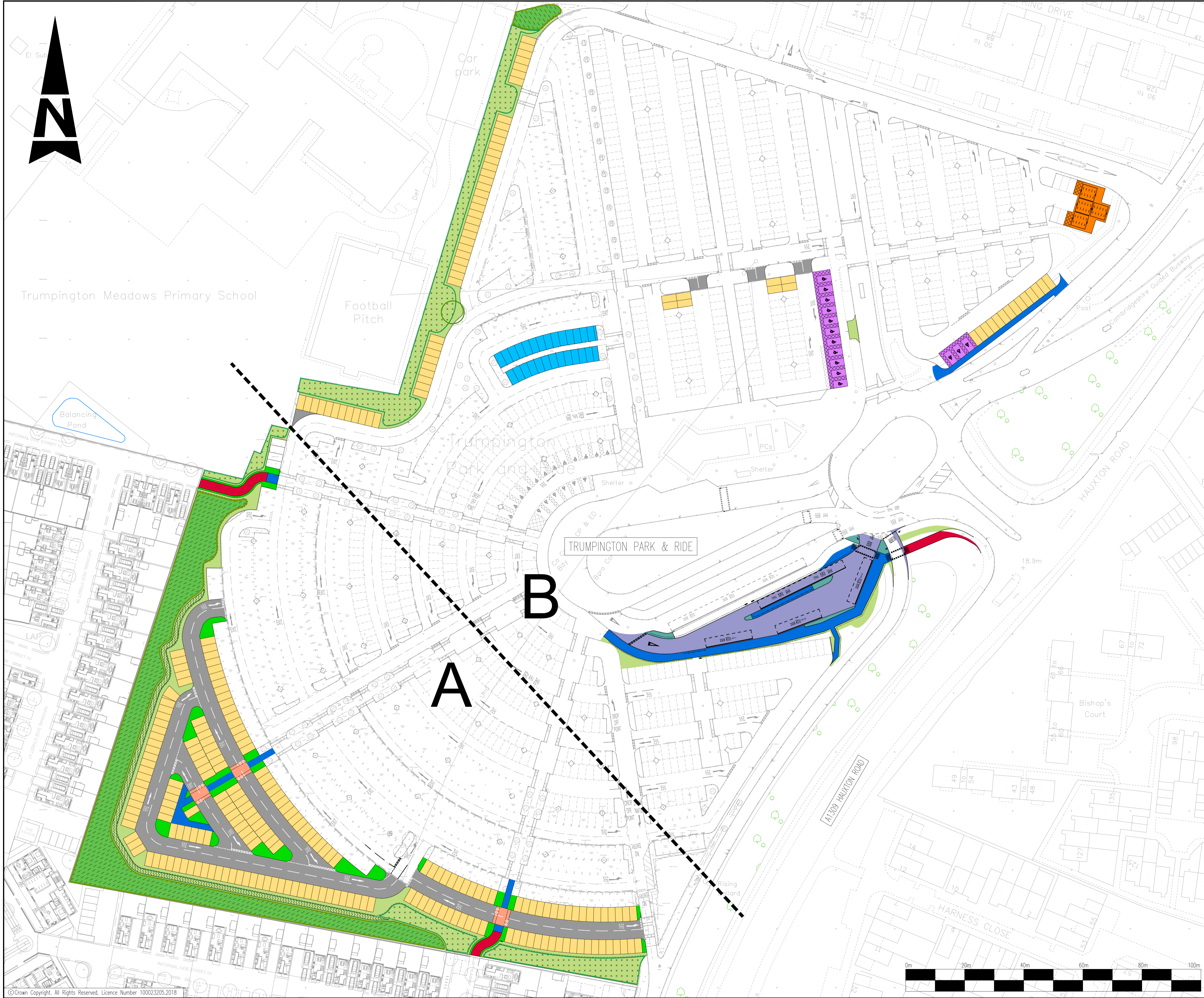
Number of each type of Nest Box

# Required	Standard design		Sparrow Box	Woodpecker/Starling Box
	25mm	32mm	32mm	32mm
24	10	10	4	
16	16			

Number of Nest Boxes per Planting Area

Plot	Total #	Standard design		Sparrow Box	Woodpecker/Starling Box
		25mm	32mm		
A1	4	2	1	1	0
A2	2	2	0	0	0
C1	1	1	0	0	0
C2	11	4	3	3	1
Existing	22	7	6	6	3

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- NOTES:**
 WORKS IN AREA A (POND AREA) WILL TAKE PLACE FOLLOWING AREA B (BUS BAYS AND PARKING ON THE NORTH EAST OF THE SITE).
- KEY:**
- PROPOSED FOOTWAYS - BLOCK PAVING
 - PROPOSED FOOTWAYS - ASPHALT
 - PROPOSED CIRCULATORY ROADWAYS / AISLES
 - PROPOSED BUS & COACH ONLY ROADWAYS
 - PROPOSED RAISED TABLE
 - PROPOSED STANDARD PARKING BAYS
 - EXISTING PARENT AND CHILD BAYS TO BE CONVERTED TO STANDARD BAYS
 - EXISTING STANDARD BAYS TO BE CONVERTED TO DISABLED BAYS
 - PROPOSED COVERED CYCLE PARKING
 - PROPOSED HARD LANDSCAPING
 - PROPOSED LANDSCAPED AREAS, FOR DETAILS REFER TO DRAWING: 393699-MMD-ENW-XX-DR-EN-0016

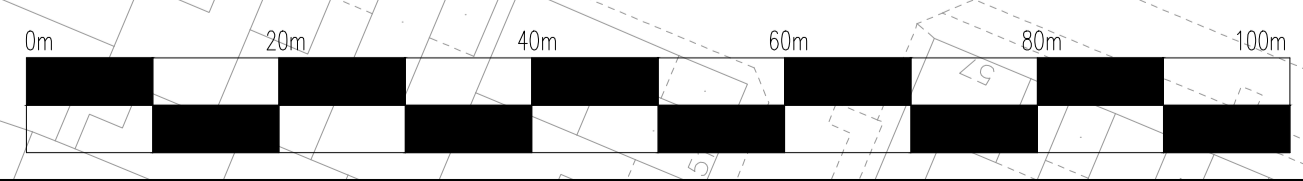
Rev	Description	By	Date	Chk'd	Auth
A	FOR PLANNING		03/08/18	JW	

Rev	Purpose of Issue	Date	Auth

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Project	TRUMPINGTON PARK & RIDE EXTENSION		
Title	PROPOSED PARK AND RIDE EXTENSION WORKS CONSTRUCTION PHASES		
Original Scale	Designed/Drawn	Checked	Authorised
1:600	CM	JW	JW
Status	Drawing Number	Date	Date
P	5020069/HW/CP/003	03/08/18	03/08/18
		Rev	
		A	



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