JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 18th December 2013

Application Number	C/05001/13/CC & S/00457/13/CC	**Agenda Item**	
Date Received	28/06/2013	**Officer**	Tim Watkins
Target Date	18/12/2013		
Parishes/Wards	Parishes Councils - Milton Parish Council, Horningsea Parish Council and Fen Ditton Parish Council City Ward - East Chesterton Administrative boundaries of both Cambridge City Council and South Cambridgeshire District Council.		
Site	Chesterton rail sidings and Cowley Road, Cambridge		
Proposal	The proposed Cambridge Station Interchange (CSI) comprising a new railway station and car park together with an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links). Linkages into the existing 'Guided Busway' network by a new bus route within the site to connect to a longer section of Busway to its junction with Milton Road. Associated landscaping and public realm works. The station will operate from 05:30 to 01:00 7 days a week.		
Applicant	Cambridgeshire County Council's Major Infrastructure Delivery team		
Recommendation	It is recommended that planning permission be granted, subject to: 1. the draft planning conditions set out in Appendix B 2. the receipt of a written undertaking from the applicant to satisfactorily secure the following : • Completion of off-site highway improvements to Milton Road prior to the opening of the transport interchange • Pre- development baseline survey of incidence and distribution of on-street parking in the locality to be followed by further surveys of any on-street parking in the locality following the bringing into use of the development. The bringing forward of a scheme of mitigation, following local consultation, to address issues raised by the surveys • To continue the feasibility study into the construction of a cycle/footpath bridge over the		

River Cam

- To work with the owners of Bramblefields Local Nature Reserve on a scheme to deliver biodiversity enhancements

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

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

Application Type	Regulation 3, Town and Country Planning General Regulations 1992	**Departure:** Not Applicable

The above application is reported to the Joint Development Control Committee for the Cambridge Fringes Committee for determination by members in accordance with the Scheme of delegation for the Joint Development Control Committee for the Cambridge Fringes

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APPENDICES

0.0 INTRODUCTION

0.1 Following a number of years of work on strategic transport policy and programmes , culminating in the adoption of the Local Transport Plan in 2011, Cambridgeshire County Council's Major Infrastructure Delivery Team are now moving to implement key schemes and have submitted a planning application under the provisions of Regulation 3 of the Town & Country Planning General Regulations 1992 to develop a new station and public transport interchange on land occupied by an existing aggregates rail terminal together with adjacent underused former railway land in Chesterton. The proposed development covers an area of approximately 13 hectares.

0.2 Whilst Chesterton Sidings is owned by Network Rail, Cowley Road is the site's only current means of vehicular and pedestrian access from the public highway at Milton Road apart from a parallel private access track owned by Network Rail (not part of the application site). Cowley Road is owned by Cambridgeshire County Council and Cambridge City Council.

0.3 The County Planning Authority (CPA) had earlier issued an EIA Screening Opinion (14/05/2013) and EIA Scoping Opinion (18/12/2012) in response to a request from Carter Jonas on behalf of Cambridgeshire County Council's Major Infrastructure Delivery Team. The screening opinion concluded that the proposed development was EIA development as the development was likely to have significant effects on the environment. The planning application and Environmental Statement were submitted on 28/06/2013. In response to a formal request for additional information under Regulation 22 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 further information was submitted on 17/10/2013 and has been the subject of a second round of consultation with stakeholders.

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The planning application seeks approval for the location of the development proposal largely within the SCDC Parish of Milton, but with a small part lying within the City ward of East Chesterton. To the north of the proposed site lies industrial development on Cowley Road, former railway engineering depot sidings, another operational aggregates rail terminal and Cambridge Sewage Works. To the east of the site is the main West Anglia main line railway flanked by primarily single storey residential development and land in industrial uses accessed off Fen Road, East Chesterton. To the west of the site is the St Johns Business Park and to the south of the site are the Nuffield Road allotments / Bramblefields Local Nature Reserve and wider residential area of East Chesterton.

1.2 The railway level crossing on Fen Road is located 305 metres from the proposed station building and access across the railway is controlled by an automatic barrier crossing monitored by CCTV. The location of the current

rail access from the mainline into the freight reception track and associated sidings acts a constraint on the location of the proposed new station platforms at the site. Other existing railway infrastructure (e.g. overhead electric lines) also influences the layout and scale of the station development proposed.

1.3 The proposed development site has no known linkages to any sites of international ecological importance (e.g. SAC / SPA), or to any national ecological designations i.e. SSSIs. However, it is adjacent to a Local Nature Reserve (Bramblefields LNR) which is a recognised site of County importance. The site is regarded as of County importance for its invertebrate interest and supports priority habitat (Open Mosaic Habitat on previously Developed Land) largely associated with its past use where natural re-colonisation has taken place on the underused land.

1.4 The proposed site lies within in Flood Zone 1 and approximately 400 metres from Flood Zone 2 and 3.

2.0 THE PROPOSAL

2.1 The proposed Cambridge Station Interchange (CSI) comprises a new railway station, car park and an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links). The interchange facility will be linked into the existing 'Guided Busway' network at Milton Road by a length of new bus route. Part of this new link already has the benefit of planning permission from an earlier enabling Transport and Works Order issued by the Sectary of Sate relating to the wider Busway scheme. A short length of bus route would connect the proposed bus stops opposite the station square to the permitted Busway route. The station will operate from 05:30hrs to 01:00 hrs daily.

2.2 The proposed new railway station development will encompass a station building with passenger waiting facilities, toilets, a ticket office and amenity space. The development will also include two main line platforms and a bay platform with an elevated enclosed footbridge (with lifts to the platform) providing access over the main lines and operational freight tracks from the station building to the new platforms. Other aspects of the development include car (approximately 450 spaces) and cycle parking (1,000) spaces, bus turning area and associated hard and soft landscaping. The application site also includes includes vehicular and pedestrian access from Cowley Road from the junction formed by the separate accesses to the aggregate rail terminals. The proposal also includes a number of cycle /pedestrian access points to the site notably from Cowley Road, access route alongside the Busway, paths through part of Bramblefields Nature Reserve to East Chesterton and from Fen Road via Moss Bank.

2.3 The station building will be located in the south of the application site with a gross external footprint of approximately 750 square metres. The building is predominantly 2 storeys high with a third storey section allowing access to the elevated enclosed 43 metre long over-line crossing. The

crossing route then descends to the platforms via 2 covered stairwells. The platforms are 270 metres in length with 80 metres being covered. The height of the station building at the second storey is 6.9 metres which rises to 10.35 metres at the third storey level. The station building is 28.3 metres wide and 27.1 metres in depth. The main station building will have a green roof. The station building is made of and clad in a number of different materials, but the appearance of the building is dominated by the proposed use of perforated metal panels in the 'Game of Life' pattern. The exit from the station building opens on to a large (50 metres x 29 metres) public space. To the south of the station building is a large secure, covered cycle storage area. The saw tooth roofline of the cycle storage building is 6 metres high accommodating solar panels on the predominantly transparent roof.

2.4 The guided busway enters the site on the north west boundary and the bus route continues along the south western flank of the site, following, in part, the former alignment of the now removed branchline to St.Ives up to the bus stops and bus turning area.

2.5 The 450 space car park is located centrally within the site and interspersed with elements of landscaping such as planting beds and hedging. Adjacent to thecar park and to the north of the station building is the taxi rank and a passenger pick up / drop off point.

2.6 The proposed development will use photo voltaic panels to deliver 10% of the station building's total energy requirements.

2.7 The application is accompanied by the documents as set out in Appendix D.

3.0 RELEVANT SITE HISTORY

3.1 With the exception of that part of the site along Cowley Road the application land has been in railway use for many years. Within the application site is an active aggregates rail terminal consisting of one rail siding and adjacent ancillary land. This use was established in the late 1980's under permitted development rights. Initially it was operated by Foster Yeoman receiving stone from the Mendip Hills in Somerset but latterly has been operated by local company Frimstone Ltd handling recycled stone for the construction industry. The current aggregates rail siding will need to be re-located to permit the construction of the proposed development.

4.0 PUBLICITY

Applicants pre-submission publicity

4.1 In accordance with its own Statement of Community Involvement the applicant has, in addition to pursuing the proposed development with other stakeholders through processes within the rail industry, engaged on extensive pre-submission consultation with business, and the local

community. This has included press releases, public exhibitions and letters.

4.2 The applicant has also involved local authority officers in a number of pre-submission discussions and site visits.

4.3 The development proposal was presented to Cambridgeshire Quality Panel on 17 June 2013.

Planning application publicity

4.4 The submitted application has been the subject of extensive consultation and publicity. In addition to the normal local consultation letters, statutory press notices, deposit copies of the plans at local authority offices for public inspection, site notices, a series of manned public exhibitions of the submitted proposals have been held to enable members of the business and local community to examine the proposals together with the opportunity to respond to them. Statutory and other bodies have also been consulted on the proposals. Copies of the planning application and accompanying documentation were made available for public inspection at Castle Court Shire Hall, Cambridge Central Library, Nelson Mandella House in Cambridge, and South Cambridgeshire Hall in Cambourne Business Park.

Press Advertisement:	Yes
Local Residents / Business (2111 letters):	Yes
Site Notices (12) Displayed:	Yes

Response to initial consultation

4.5 Results of the initial consultation identified the need for additional information to be provided by the applicant in respect of ecology, noise and vibration, flood risk, drainage, landscaping, lighting, visual impact and sustainability. In addition some changes were made to the Transport Assessment, Design and Access Statement and the Planning Statement. Copies of the additional information and accompanying documentation were made available for public inspection at Castle Court, Cambridge Central Library, Nelson Mandella House in Cambridge, and South Cambridgeshire Hall in Cambourne Business Park. The additional submission was advertised in the local press and on the County Council's website and local stakeholders given the opportunity to comment on it.

5.0 PLANNING POLICY SUMMARY

This section contains a summary of the strategic policy context. The detailed Local development Plan and other policy references are set out in Appendix A and cross-referenced in more detail as appropriate within individual sub-sections of the Assessment part of this report.

5.1 National Planning Policy Framework (NPPF) (March 2012)

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

5.2 Local Development Plan Policy

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

5.3 Emerging Planning Policy

Both Cambridge City Council and South Cambridgeshire District Council have progressed their respective Local Plans to draft submission stage on which the views of stakeholders have been sought. These plans will progress further in Spring 2014. Both local planning authorities have included in their draft plans an intention to produce an Area Action Plan (AAP) to guide re-development of land within the Cambridge Northern Fringe East Area within which the proposed development is situated. Preparation of this plan is in its very early scoping stage but it will ultimately establish the quantum of development, site capacity, viability, time scales and phasing of development within the action plan area. Once adopted, this will form part of their respective local plans.

6.0 EXTERNAL AND INTERNAL CONSULTATIONS

The views of the consultees are summarised as follows:

South Cambridgeshire District Council and Cambridge City Councils joint response :

6.1 After reviewing the submitted application, the accompanying Environmental Statement and the additional environmental information officers have identified where there remain outstanding matters. It is considered that these can either be resolved through the imposition of appropriate planning conditions and/or undertakings.

Ecology/Biodiversity Planning Policy Compliance

6.2 The ecological survey work is welcomed and meets the requirements of

the Ecology Officers. Opportunities for enhancing an important invertebrate resource have been identified and can be taken up through the employment of a suitable invertebrate specialist and implemented through an Ecological Management Plan (EMP). It is recommended that the details of the EMP are secured through the imposition of an appropriate condition.

Lighting

6.3 Concern has been raised from the Heritage Officer at SCDC regarding the light glow and its impact on the Fen Ditton Conservation area. Whilst the submitted plans do not adequately address this issue, the Environmental Health Officer is satisfied that the additional submitted information demonstrates that this impact can be mitigated. A planning condition is recommended to ensure that light glow will be appropriately controlled and mitigated.

Noise & Vibration

6.4 It has been concluded that the Environmental Statement and additional information is acceptable. It assesses the potential significance of environmental health impacts associated with the development by evaluation and prediction of their nature, extent and magnitude of any impact and the identification and description of the measures to prevent, reduce and where possible offset any significant adverse effects on the environment.

6.5 Having considered all the submissions there is no objection in principle to the proposed development. However, there are a number of environmental health issues and health determinants that need to be considered and effectively controlled by condition or similar to minimise potential adverse impacts on existing local residents and safeguard their health and quality of life. Where appropriate, recommendations for planning conditions have been included in the officer recommendation.

Waste and Recycling

6.6 The Environmental Health Officer considers that the information contained within the submitted RECAP Toolkit document is satisfactory and meets policy requirements.

Highways Design & Access

6.7 Information regarding the access of different modes of transport is welcomed. It is considered that the cycling network could be improved on the site in order to make it as efficient and usable as possible. From Cambridge City Council's experience with the existing Cambridge railway station, the use of shared paths is significant in terms of both capacity and frequency. For this reason, it is strongly recommend that, to support Cambridge's position as Cycling City of the UK, a high quality, segregated shared path is incorporated where land constraints allow. This means that

the proposed 2.5 m shared paths throughout the application site should be increased to 5 m (2 m for pedestrians and 3 m for two way cycling) in accordance with the Department for Transport Local Transport Note 1/12.

6.8 It is also suggested that in order to reduce the number of cyclists cutting across the station forecourt to reach the cycle stands on the southern side, an informal route could be provided through the car park for cyclists who wish for a more direct route through from Milton Road to Fen Road and it is recommended that this route be facilitated with links from the south western corner of the car park to the off-road provision linking to Moss Bank.

6.9 Previous requests have been made for the applicant to clearly set out the proposed mechanisms which could be implemented to protect the amenity of existing residents from increased on-street car parking as a result of the proposed development. This issue was raised by local residents through the public consultation process and it is considered that these concerns should be addressed with a proposed solution or means of mitigation.

Water Quality Flood Risk & Drainage

6.10 A strategy was previously requested to ensure that the planned Sustainable Urban Drainage Scheme can be delivered. This should include general percolation/run off rates to understand whether this is deliverable without the need for balancing ponds (if necessary on additional land). Officers of both authorities are happy to advise what is required. Further reassurance from the applicant's consultants to cover this point is sought before the application can be recommended to the Committee for approval. Whilst the Environment Agency has no objection, the district planning authorities would like confirmation that this strategy can be accommodated on site.

Landscape & Visual Impact

6.11 It is recommended that landscaping matters can be addressed through the imposition of appropriate conditions. This is in order to concentrate particularly on the western boundary of the proposed site, adjacent to the Guided Busway, the softening of the drop off/taxi rank area as well as the hard and soft landscaping that will bring together the station square, the gateway into the building itself.

Urban Design

6.12 Urban Design Officers welcome the plans and additional information. Officers are satisfied that the revisions to the bridge and staircase satisfactorily meet the requirement to protect neighbouring properties to the east. The amendments to the cycle parking to the north of the building are accepted and the addendum to the Design and Access Statement is helpful. The provision of a fence along the whole of the platform edge is particularly welcomed although the scale of the cross sections across the site and information provided has made it difficult to assess the true

impact on all the neighbours to the east. The use of conditions is recommended to require design details and samples of construction materials for the fence to be submitted for approval to consider further the height of the fence as it was felt to be oppressive but due regard will need to be had to other environmental objectives e.g. noise mitigation.

Sustainability

6.13 The plans demonstrate a reduction in the potential overshadowing of the photovoltaic panels are welcomed as is the supporting data. To ensure 10% renewables are achieved the use of a standard condition is recommended.

Public Art

6.14 There is no reference to a public art strategy and this needs to be addressed prior to Committee determination.

Planning Conditions

It is recommended that planning conditions are imposed to cover the following:

- All materials (SDCD DP/2 Design of New Development)
- Hard and soft landscaping (SCDC DP/2 and NE/6)
- 10% renewables (SCDC Policy DP1 Sustainable Development, NE/1 Energy Efficiency; and District Design Guide SPD)
- Signage (SDCD CH/8)
- Lighting (SCDC Policy CH/5 Conservation Areas)
- Ecological Management Plan (SCDC Policy NE/6 Biodiversity; and District Design Guide)

Growth and Economy Section (Cambs CC),

Economic Development Officer

6.15 The planning application for the proposed Science Park station is strongly supported. It will enable the creation of a revitalised employment area centred on a new transport interchange. The proposed uses for the area in the Cambridge City & South Cambridgeshire Local Plans envisage a high quality mixed-use development primarily in use classes B1, B2 and B8, as well as a range of supporting commercial and retail uses. The station will therefore provide a new gateway to the northern part of Cambridge.

6.16 The proposed railway station will be served by the Guided Busway, facilitating access from the new town of Northstowe and other settlements along the route, and will include cycle and car parking facilities. The new station will significantly improve accessibility to the revitalised employment area but also to the surrounding area including to businesses and employees on Cambridge Business Park, Cambridge Science Park and St

Johns Innovation Centre, considerably enhancing the attractiveness of this area of the city as a business location.

Highways

Transport Assessment

6.17 The Transport Assessment (TA) shows that the proposed development is likely to cause a worsening of conditions for the following junctions (during either peak period) Cowley Road/ Milton Road North Junction, Milton Road/ Cowley Park Junction, Kings Hedge Road/ Milton road/ Green End Road Junction, and Arbury Road/ Milton Road/ Union Lane. The TA identifies the majority of these issues relate primarily to background growth, although it should be highlighted that the development contributes towards this impact in most of these cases.

6.18 The applicant proposes to carry out junction improvements at the Cowley Road/ Milton Road North Junction, through the alteration of lane allocation on approach to the junction for traffic travelling south from the A14 junction. The improvements include a dedicated left turn lane to Cowley Road. The junction design has been accepted by the Highway Authority in principle and the detailed design will need to be agreed prior to implementation and subject to all of the usual safety audit processes. The junction improvement provides an element of mitigation which works towards alleviating the impact within the immediate vicinity of the development. Although the development will attract additional vehicular traffic it will also benefit the area significantly by providing for and encouraging the use of sustainable modes.

Car Parking

6.19 Supplementary information submitted with the application shows that car parking demand would remain below the 450 parking supply during the AM peak; however by 10am the car park demand exceeds supply which isn't resolved until 6pm. Although the level of cars attracted to park at the station is shown to exceed supply it accepted by the Highway Authority that the development will improve sustainable transport opportunities in the area and whilst the station should provide an element of parking for those that have no other option but to drive to the station those that have access to alternatives means of transport should be encouraged to use these rather than being encouraged to drive as a result of an oversupply of parking.

6.20 The parking provision on site has the potential to encourage those choosing to drive to the station to park in unrestricted roads within the vicinity of the station. As part of the application parking restrictions will be put in place along Cowley Road to prevent the 'fly parking' currently taking place. Additionally the applicant has committed to surveying local roads in the vicinity of the station with monitoring of parking before and after opening of the station. In the event that there is a worsening of parking

conditions in the area the need for a parking control scheme would be considered by the County Council as highway authority.

6.21 The charging levels at the station car park will be an important consideration to ensure those that would use other modes of transport are not encouraged to drive to the station as a result of low prices, whilst setting the prices too high could result in additional cars parking in surrounding streets to avoid the parking charges. The parking prices will be set and controlled by the rail industry and therefore further details are not available concerning the charges at this time but will be known prior to the development being brought into use.

Access by foot

6.22 The bridleway access along the southern side of the Busway is covered by the Cambridgeshire Busway order 2005. It is understood that the Cambridgeshire Busway and associated bridleway is to be extended further along the former railway to the new station site. It is considered that there is very good pedestrian access and a high level of new cycle parking and other facilities within the station. The details are strongly welcomed.

6.23 The following new points of access the new station are welcomed:

1. Nuffield Close (public cycle track to be dedicated)
2. North of Discovery Way (permissive)
3. Laxton Way through Bramblefields Nature Reserve (permissive)
4. Moss Bank (public cycle track to be dedicated)

6.24 The provision of “light touch” improvements to the existing paths in Bramblefields Nature Reserve following access to the new station is considered appropriate.

Cycling

6.25 Cyclists from the north will access the development from Milton Bridge and cyclists from the Science Park and Regional College may also use Cowley Road. The proposed development includes a 2.5 metre wide shared use footway/cycleway along the north side of Cowley Road. This facility is suitable as current guidance accepts 2.5 metres as reduction from the minimum 3 metre width where the flows of pedestrians and cyclists will be light. Ultimately the station is expected to have high levels of pedestrians and cyclists accessing the site and therefore careful consideration may need to be given to the width of footway/cycleway provided at the detailed design stage. The provision of a footway/cycleway along Cowley Road is important in minimising the potential conflict between vulnerable road users and the HGVs which will continue to access the aggregate rail terminals and other industrial sites off Cowley Road. If permission is granted then a shared footpath/cycleway with a minimum width of 2.5 metres at this stage should be secured by condition. It is anticipated that wider re-development of the

area will provide opportunities to provide a wider shared or segregated cycleway in due course.

6.26 The Busway will be extended to the station and will include a 4m wide footway/cycleway alongside (south side) which will have connections to Nuffield Road and Moss Bank. Additionally more informal routes will be provided through Bramblefields which will be unlit to remain sensitive to the ecological status of the area.

6.27 The proposal will provide 1000 cycle parking spaces on site for interchange users. The supplementary information identifies that approximately 700 cyclists are expected to use the development, which leaves 300 spare spaces to accommodate commuters who leave their bikes over night and as a result the identifies cycle space provision is acceptable deemed as fit for purpose, and that the number of spaces will be reviewed by the train operator. The Highway Authority are accepting of this approach although the surveying of cycle space demand should be formalised through the Travel Plan to ensure that sufficient cycle parking is provided on site through monitoring of on site usage on an annual basis as a minimum, and additional spaces should be provided where required. Whilst Sheffield stand hoops are proposed for cycle parking this does not altogether address concerns about provision for a-typical pedal cycles. Increased spacing is necessary to accommodate non-standard bicycles.

Bus services

6.28 The TA identifies proposals for the Busway and Citi2 services to be extended to serve the interchange. The bus services to the station will travel along a separate bus service road.

6.29 The supplementary information provides details of the 562 inbound and outbound trips spread across the day and reveals the peak bus use to be between 8-10 am and 5-7 pm with just over 100 passengers interchanging. Flows are more even in the hours beginning 9am and 5pm and more tidal in hours beginning 8am and 6pm, reflecting travel to and from the workplace locally.

6.30 There are expected to be four buses that will use the bus turning area (which has two bus stands) every 10 minutes, although the supplementary information identifies that should all four services arrive together there is sufficient space for all these buses to wait without impacting on other users. The turning area is provided downstream of the stand to avoid conflict between stationary buses and those using the turning area.

6.31 Any further plans for expansion should be agreed with the highway authority and demonstrate sufficient facilities will be provided on site and within the surrounding area to meet expected demand.

Summary

6.32 No objections are raised to the proposed development subject to the imposition of planning conditions and the receipt of suitable planning obligations in respect of off-site highway improvements and local on-street parking surveys to help assess the impact of the development in order to facilitate consideration of any further mitigation should this be necessary.

6.33 A single speed hump is proposed to manage vehicle speeds on Cowley Road, positioned at the inner end of the road. To efficiently manage speeds a feature would be required every 60 metres or so (to achieve a 30 mph design speed). Furthermore a significant proportion of the traffic on Cowley Road are HCVs either empty, or carrying ballast. These will generate noise travelling over a hump and that noise has potential to carry to residential areas. An alternative scheme considering the use of speed cushions should be considered to minimise the environmental impact.

Within the wider context of any re-development of the local area it is strongly recommended that potential for additional cycle parking provision is identified and provision made for implementation of such provision, to future-proof this development as a sustainable transport hub.

County Ecology Officer

6.34 The information submitted provides a comprehensive and up-to-date assessment of the current ecological value of the Chesterton Sidings site. The ecological impact assessment provided within the Environmental Statement (ES) provides an accurate assessment of impact on bats and plants and notes that Nuffield Road has limited ecological value (save for breeding birds and common reptiles). The detailed entomological survey of Chesterton Sidings and Bramblefield Local Nature Reserve in 2013 (recording over 1097 species) has clearly demonstrated that this area in of county importance for its invertebrate interest.

6.35 The application site is of county importance for its invertebrate interest and supports priority habitat (Open Mosaic Habitat on Previously Developed Land). Clarification is required regarding the ecological mitigation / conservation measures to be implemented as part of the scheme. A revised Landscape / Ecological Mitigation Plan should be secured by condition to detail the mitigation measures and future management, which should include the northern section of the development site and reflect findings of invertebrate surveys. Additional detailed information is required to demonstrate how the proposals will provide sufficient invertebrate mitigation / compensatory measures, in particular the delivery of high-quality habitat for invertebrates associated with open dry habitats and important specialist invertebrates (e.g. those known to inhabit old wooden railway sleepers), to ensure compensation for loss of habitat of county value.

6.36 The proposed off-site compensatory habitat creation along the Cambridgeshire Busway and Bramblefield Local Nature Reserve could

potentially incorporate features of invertebrate interest and is therefore welcomed.

6.37 The development will result in a loss of 0.74 hectares (30% reduction) of Open Mosaic Habitat on Previously Developed Land (OMH). OMH is a priority habitat of district and county importance of high distinctiveness. In accordance with national guidance any losses should be off-set with "like for like" i.e. the compensation should involve the same habitat as was lost.

6.38 The scheme will result in a net loss of OMH and habitat supporting invertebrate assemblages of county interest. It will therefore be essential that all aspects of the landscape / ecological mitigation, particularly compensatory habitat, are designed, implemented and maintained to the highest quality to maximise their ecological value and ensure there is no overall net loss in biodiversity interest at the site. If planning permission is granted, this must be secured through planning conditions for:

- Ecological Design Scheme in accordance with BS42020:2013
- Landscape and Ecological Management Plan
- Construction Environment Management Plan (biodiversity)
- Detailed landscape scheme designed by an entomological specialist to ensure the conservation of the site's important invertebrate assemblages

Access Officer CCC

6.39 It is appreciated that most of the access issues are within the remit of Building Control. It is understood that throughout its hours of opening for the public, there will be employees at this is station who would be available to provide assistance in the event of lift failure and that this provision informs the design of this building and its facilities.

County Archaeologist

6.40 The contents of the Environmental Statement and appendices provide evidence that there is potential for archaeological remains to survive in the area and it is recommended that a programme of archaeological mitigation is secured by planning condition should consent be granted.

County Floods and Water Regulation

6.41 The submitted documents set out the design parameters for the drainage scheme but hold no calculations of sustainable design to show how any figures used have influenced the design and the critical storm analysis used. A full planning application should clearly show a sustainable design with calculations as evidence to demonstrate that the proposed system can work. The ownership and maintenance of the sustainable drainage system should be clear to ensure a sustainable system is designed and adopted in perpetuity. An informative should be included advising that the developer will require prior written consent from Cambridgeshire County

Council under the Land Drainage Act 1991 if any watercourses within the site requires works (e.g. diversions and/ or culverting).

Noise and disturbance

As part of the process of appraisal of the submitted documentation and in view of the close proximity of the development to residential uses, the local planning authority has sought specialist advice from an independent noise specialist with experience in dealing with noise, particularly from railway uses.

6.42 The choice of assessment methodologies (or combinations in appropriate cases) used by the applicant for the following activities associated with the scheme are considered acceptable :

- Noise from Construction
- Operational noise
- Vibration from operations
- Noise from road traffic
- Noise from air conditioning/ventilation
- Operational railway noise
- Noise from the car park
- Changes to train movements

The locations used to assess noise are considered to be appropriate and acceptable .

6.43 Whilst there is some concern regarding the impact of weather conditions on the noise assessment the use of the lowest measured values for each time period to assess the impacts is satisfactory. Baseline surveys were carried out by the applicant where the wind conditions were variable from the south east or east. The prevailing wind direction for the area is more likely to be south westerly which has important implications for some aspects of the assessment as the ambient noise is likely to be much lower than when assessed.

6.44 The results of the noise surveys are considered largely representative of an area which is a mix of urban residential and commercial properties. The night time background noise levels are in some instances 30dBLA90,t which is regarded as very low. Background and ambient noise levels in the area tend to rise after 05:00 which may reflect that background levels are heavily influenced by road traffic.

6.45 The noise impact of road traffic external to the site is so low as to be negligible at all nearby residential receptors. Vibration impacts from additional road traffic movements are likely to be negligible and do not require assessment.

Residential amenity

6.46 The proposed car park is near to residential properties which has the potential for impact on amenity. Predictions have been made for noise emissions and the values used are considered to be reasonably representative and the assumptions and calculations have been found to be satisfactory.

6.47 Noise from the station pickup/drop off point has also been modelled and the assumptions and calculations are reasonably representative. It should be noted that this is a significant noise source at several properties, especially those in Long Reach Road and Sunningdale Caravan Park.

6.48 The station will be equipped with a public announcement (PA) system and this clearly has potential to impact on residential amenity, especially those properties that are close to the platform as the station will be operating from 05:30 and the PA system will also be operational from this time. Noise from the PA system is a major contributor to off-site noise levels and in its stated form is unacceptably loud at the Sunningdale and Kerry's Yard caravan sites. On the basis of assumptions used calculations show that this will not be an acceptable noise impact without mitigation as it is very close to the range where complaints may be expected.

6.49 Noise levels during early morning are likely to generate complaints at Sunningdale Caravan Park and may be unacceptable at Long Reach Road. This is primarily due to PA noise at the caravan park and noise from the pickup point in respect of Long Reach Road. Noise from the proposed development is therefore likely to produce complaints at Sunningdale Caravan Park and Long Reach Road. In the evening PA system noise remains a very significant issue at Sunningdale Caravan Park and may generate complaints, but are not likely at all locations and the situation is close to marginal at Long Reach Road. It is therefore essential that noise from the PA system is either reduced at source or controlled by means of additional barriers. Insufficient information has been provided in respect of the impact of the PA system and during early morning its stated noise impact may be higher than given in the submitted documents.

6.50 The pickup point is likely to be a significant contributor to the off-site noise levels at both Long Reach Road and Sunningdale Caravan Park.

6.51 The proposed development includes an extension to the Busway and as the buses are provided with a turning circle close to existing houses, a noise impact is possible.

Noise emissions from heating/ventilation

6.52 Imposition of a safeguarding condition is recommended to ensure adequate controls over the details associated with this aspect of the development in the interests of local amenity.

Changes to the local noise environment and vibration

6.53 The changes to train movements will be generally beneficial to the area near the station as some trains that currently pass through at high speed will stop at the station. This will lead to a reduction in level even when the additional service of one train per hour is included.

Cumulative effects and mitigation

6.54 Some aspects of the development have the potential, on a cumulative basis, to result in an unacceptable noise impact on residential amenity and accordingly these require control. In particular, whilst the noise impact of the PA system may be capable of being mitigated to reduce its impact this may prove challenging. This is especially so as the operators of the station will have minimum operational requirements for this type of system. However, appropriate mitigation will be necessary if the station is to operate without causing complaints. It is therefore recommended that suitable safeguarding conditions are included on any planning consent that is granted.

Milton Parish Council

6.55 No objection, but request that they be consulted when the information is submitted to meet the requirements of conditions relating to drainage.

Horningsea Parish Council

6.56 Horningsea is surrounded by potential large-scale housing developments as well as the proposed new station. The indirect impact of these on the infrastructure and the potential for increased traffic through the village is a concern to villagers. The community struggles to sustain the bus service, which is a lifeline to village residents who have no transport. Further consideration should be given to improving public transport connecting Horningsea village to the future public transport network that surrounds it as part of the wider growth agenda.

Fen Ditton Parish Council

6.57 Broadly supports the proposed development and its objective of providing an additional railway station in the north of Cambridge. They welcome the attention given to operational noise and the statement that the PA will not be used after 11 pm use of and surface lighting, but consider that some baseline noise and light measurements should be made along the river bank on both sides since these tranquil areas are used by picnickers and walkers. If operational noise from the station PA or on-train PA proves to be a nuisance further mitigation will be necessary. However, object to Ditton Meadows being presented as an “Opportunity” for a Guided Busway Extension.

Environment Agency

6.58 No objection, in principle, to the proposed development. However, appropriate planning conditions are necessary to control pollution of ground water, development of any contaminated land, minimise flood risk and provide a sustainable surface water drainage system as they will require further detailed investigation, clarification and approval.

Natural England, English Heritage and Highways Agency

6.59 Raise no objection. Based upon the information provided the proposal is unlikely to affect any statutorily protected sites, historic buildings/landscapes or adversely impact on the capacity of the Trunk Road.

Police Architectural Liaison Officer

6.60 The ward of East Chesterton has high levels of crime and anti-social behaviour (ASB). In the past 24 months 1322 crimes have been reported in Chesterton, of which 294 were vehicle related. In terms of ASB, the Ward of East Chesterton and the area to the south west of the proposed site have had an increase in levels of anti-social behaviour.

6.61 Due to the levels of crime and ASB in the area the link from the Railway Station to Ribston Way (and surrounding area) via the Bramblefields Nature Reserve is a cause of concern. The area is overgrown and does not provide a safe pedestrian route to and from the proposed railway station as there is no surveillance of the area. The Secured by Design guidance recommends that footpaths should be as straight as possible, wide, well lit and devoid of potential hiding places. Where isolated footpaths are unavoidable and where space permits, they should be at least 3 metres wide (to allow people to pass without infringing personal space), with at least a 2 metre verge on either side. Therefore, the access route through the Bramblefields Nature Reserve should be discounted on the grounds of increased crime risk.

6.62 Cycle crime is a significant issue in Cambridge. At Cambridge Railway Station theft of and abandonment of cycles is a significant issue. Any area of cycle parking must be well lit and extensively covered by CCTV to minimise the risk of cycle crime. There must also be a rigorous management practice in place to deal with abandoned cycles.

6.63 Other than the issues raised above, no other objection is raised to the proposed redevelopment of Chesterton Sidings to provide a new interchange.

Anglian Water (owners of Cambridge Sewage works)

6.64 An initial assessment indicates that this development lies beyond the range at which detectable noise and odour from the Sewage Treatment Works (STW) operation would normally be anticipated. As such it is

concluded that the risk of a loss of amenity at the development due to operations at the STW is low and therefore this development is considered acceptable.

Site landowner, freight leasees, aggregate railhead operator and potential developer for adjacent land (Network Rail, DB Schenker Rail (UK) Ltd, Freightliner Ltd , Tarmac Lafarge and Brookgate Ltd

6.65 Joint representation objecting to the following :

- proposed location of the Station Building, Cycle parking building, Busway, the internal access road and the location of the car park within the site as it will prevent these areas from being developed for other uses in that they will act as a fixed constraint for any future re-development within the area.
- The use of land for a dedicated Busway as it will not be able to be used for other purposes, such as a shared access road.
- the proposed re-location of the Freightliner siding on nearby land as it would not address their operational, performance and capacity concerns

6.66 All have also stated that they consider that Cowley Road was only constructed to serve an 'industrial estate' and that the present condition of Cowley Road is unsuitable to act as the main access for the proposed station interchange development.

6.67 They have provided illustrative diagrams of how their vision of re-development of the Chesterton sidings area might be laid out together with a summary of their benefits. They state that the development as proposed has significant deficiencies. Key stakeholders consider the scheme sub-standard and therefore do not support the application in its current form. As a result there are significant implications for the deliverability of the proposals, which is a material consideration. Further joint discussions urged.

6.68 Comments have also been raised separately by Network Rail in relation to the level crossing on Fen Road. Whilst acknowledging that options to upgrade the crossing are exhausted and that the existing CCTV control is the safest form of mitigation available on the modern railway Network Rail considers that a contribution from developers towards a pool of funds which will ultimately see the closure of the crossing and construction of a bridge or underpass would be appropriate. Network Rail have also recently advised that whilst they are supportive of providing a new station interchange at Chesterton Sidings they recommend that any approval of the scheme should endeavour to secure that the length of bus route leading onto the Busway, within the application boundary, should be constructed with a conventional road surface and for the avoidance of doubt that Committee be advised that the re-location of the

aggregates rail terminal will be re-located to other land and not the area shown in the submitted scheme documents.

Greater Anglia (passenger train operating company)

6.69 Fully support the proposed development.

Cambridgeshire Wildlife Trust

6.70 The level of ecological information now provided is welcomed. It should be possible, should planning permission be granted, for the development to take place without a net loss of biodiversity. However, this is contingent on:

- The production of an environmental management plan which incorporates the suggestions from the invertebrate survey.
- On-going management of the habitats on site to maintain their interest.
- Longevity of the proposed mitigation areas.

There should either be a guarantee that the proposed mitigation areas will be secured in the long-term and not be built on in future development proposals or the applicant should provide alternative mitigation area(s) which can be guaranteed in the long-term. If one of these options is secured the Wildlife Trust would not oppose the development.

Buglife

6.71 Objects on the grounds of loss of Open Mosaic Habitat (OMH) on Previously Developed Land and inadequate mitigation. The National Planning Policy Framework encourages the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value. OMH habitat is also identified under Section 41 Natural Environment and Rural Communities Act as of conservation priority and its loss should be avoided. The presence of OMH on Previously Developed Land priority habitat on site is an indicator of a high value site.

6.72 Theoretically the recommendations within the invertebrate survey will significantly reduce the impact of this development. The range of measures suggested in the invertebrate survey should be fully incorporated into the mitigation plan with delivery of the mitigation plan set as a planning condition. In addition to this, it is advised that the wild flower resource on site is increased through seeding specific areas of the mitigation site.

6.73 A green roof is also proposed by the applicant. To have wildlife value it is essential that this is a biodiverse green roof rather than just a sedum roof which will have limited ecological benefit.

6.74 Buglife objects to the proposed development because the aims of the mitigation plan will never be realised due to the north of the development

site being allocated in the emerging Local Plan for an additional development. If this area cannot be secured for mitigation an alternative mitigation site must be found to meet the tests within the National Planning Policy Framework which states 'Where safeguards are necessary to make a particular development acceptable in planning terms (such as environmental mitigation or compensation), the development should not be approved if the measures required cannot be secured through appropriate conditions or agreements'. This test is additional to the need for the development to outweigh the biodiversity loss.

Cambridge Cycling Campaign

6.75 Cambridge Cycling Campaign (CCyC) strongly supports the principle of a new railway station on the Ely railway line between Chesterton and Milton, but are formally objecting to the planning application because of the proposed provision for people on bicycles is far below CCyC expectations. The Science Park Station, new river bridge and the Chisholm Trail provide, in combination, an opportunity for greater permeability for walking and cycling in the area between Barnwell Junction on Newmarket Road and the Science Park as well as between East Chesterton and Cowley Road. With regards to the plans as presented in the current proposal, CCyC is of the view that permeability for cyclists must be improved to provide the greatest benefit for the local residents and the county.

6.76 CCyC have serious concerns over access to the station, mainly from Nuffield Road, Moss Bank, the cycleway alongside the Busway and the lack of consideration for bicycles accessing and crossing Milton Road. They also have concerns regarding the movement of bicycles through the site, the bicycle parking facilities, the station building, and the lack of consideration for the wider issues that will be caused by increased use of bicycles in this area. The proposed development will not be able to cope with the combination of the existing bicycle demand and the new demand generated by a new station interchange.

6.77 The number of cycle parking stands in the supplied drawings are below those stated in the planning application summary, and there are concerns about the cycle parking roof structure.

6.78 The details for the Cowley Road access show a single shared-use path for both pedestrians and cyclists on the north side of Cowley Road of approximately 3 metres width, which is too narrow for two-way shared-use. According to the statistics provided 143 bicycles turned out of Green End Road towards the Science Park between 07:00 and 09:30. With increased permeability, most of these cyclists will use the new routes proposed as will the many additional bike trips which will be generated by the station itself and new and shorter routes included within the proposed development. Therefore, the path along Cowley Road needs to be wider and requires priority over the several junctions along the north side of the road.

6.79 CCyC also consider that the Cowley Road / Milton Road junction needs to be redesigned to allow speedier crossing for pedestrians and cyclists towards the Science Park entrance.

6.80 A shared use pavement should be created on the southern side of Cowley Road for the most western section, where sufficient land can be made available. The additional pavement is needed to allow cyclists and pedestrians to cross the road in clear view of approaching traffic, avoiding a two stage crossing at the busy junction. A shared use pavement should also be created along the southern side of Cowley Road, from Milton Road to the "driving test office".

6.81 The existing tarmaced lane southwest of the "First Public Drain", which is on Network Rail owned land, is wasted in the current plans. It could provide an alternative route for walking and cycling between the new station and the Science Park, which should be included in the current proposal.

6.82 The traffic survey data indicates that 109 HCVs and LGVs (74%) turn right out of Green End Road towards the A14 and A10 (for movements between 07:00 and 09:30). Between 07:00 and 09:30 (22/11/2012) CCyC counted 126 HCVs+LGVs near Shirley Primary School, leaving Nuffield Road towards Green End Road. The information from the two traffic surveys supports the view of CCyC and local residents, that most of the HCV and LGV traffic in northeast Chesterton is travelling between the A10 and the Nuffield Road trading estate. The trading estate should be linked to Milton Road where most of the drivers of goods vehicles want to go.

6.83 A new Chesterton Bridge over the River Cam and the Chisholm Trail between Barnwell Junction and Milton Road need to be in place before the Science Park station opens. CCyC strongly objects to the Science Park station being decided in isolation from the provision of improved access for walking and cycling across the river from the east of Cambridge.

Travel for Work Partnership

6.84 Travel Plan Plus supports the high level plans for the development, aiming to better integrate existing travel modes in the area and offering great opportunities to encourage more people to travel sustainably to work and on business.

Old Chesterton Residents Association (OCRA)

6.85 The plans for the new station are welcomed. Its construction is likely to set the tone for future development of the wider area comprising the Science Park to the river bounded by the guided busway, the A14, the river and the railway line. In the absence of a Master Plan for this area and with the transport policy still under development this key decision

has to be made with full regard to the likely intensification of development around the site.

6.86 It is considered that the proposed development is essentially temporary and will act as foundation for a more development to follow so is supported. The station construction should have strong foundations adequate to allow for it to play a full part in future developments by expanding its facilities and making full use of the flying freehold of its large footprint.

6.87 The principle of a new station at Chesterton Sidings is welcomed, but the plans as presented do not represent an efficient use of land or demonstrate good urban design as they fail to fully mitigate the negative impact on the residents of East Chesterton.

6.88 Cambridge Science Park has been chosen as a working name by the County Council but the Science Park is actually half a mile away across a principal highway on which all the signs for the Science Park point in the opposite direction to the station. A more location specific name such as Chesterton Park should be considered to avoid confusion.

6.89 Signage should direct all station traffic other than public service vehicles towards Cowley Road. All public service vehicles should use the guided busway extension which should also provide the main vehicular access to Trinity Farm Estate by a new access at Nuffield Close. It is not considered necessary to have a guideway on this short section of route (there is no kerbed guideway on the short section through Orchard Park) and other traffic can be excluded beyond the junction with Nuffield Close simply by means of rising bollards. The signage from Milton Road would indicate “Buses and Trinity Farm Traffic Only - No Through Route”. Creating this access to Trinity Farm estate will enable closure of Nuffield Road at the point it enters Trinity Farm Estate and thus remove most heavy vehicles from what is now a very busy road serving Shirley School, the Health Centre and a large residential area. This will make it safer for cyclists to access to the station.

6.90 Users of the proposed development who wish to travel there by car will find plenty of options to park at no cost to themselves on residential roads or in car parks (e.g. the GP surgery or offices) in the vicinity. By clearly directing all station traffic along Milton Road and into Cowley Road the risk to East Chesterton from commuter parking can be reduced, but not eliminated. This is a long-term problem affecting many areas of the city and a ‘commuter specific’ solution should be sought rather than blanket restrictions to on-street parking which would not otherwise be needed. A ban on commuter parking with enforcement by fines when persistent commuter parking is reported by residents of the properties directly affected would be simple to administer once the principle has received the necessary legal sanction. OCRA has previously called for Chesterton station parking to be free of charge but understand parking charges is part of the business plan.

6.91 Residents already have grave concerns over the impact of heavy cycle use in Water Street and across Green Dragon Bridge at peak times and the increase of cycle traffic in the wider area as people travel to or from the station is also a cause of concern. This needs to be mitigated by removing transport mode conflict as far as possible, which could be achieved by creating real cycleways with street lighting, clearly separated from pedestrian routes and active enforcement to ensure that pedestrian routes are kept clear of parked vehicles and cyclists. Cyclists should be directed as far as possible towards the Nuffield Road access. It is not accepted that Moss Bank should become the major through cycle route to Chesterton Station.

6.92 The principal cycle route needs to be via Nuffield Road and all signage should be directed to secure this. There should be no signed cycle route through the residential areas off Nuffield Road or through Bramblefields. If an access to the station is created at this point it should be for pedestrians only to ensure clear segregation from cyclists.

6.93 There should be adequately lit access routes for walking and cycling to the station. Only modern LEDs should be used, directing light only towards the areas where it is needed. The proposal to not directly light the Bramblefields Nature Reserve is welcomed. Bramblefields Nature Reserve still appears as a major access route to the station. This is the only nature reserve in the area and a fragile and valuable ecosystem. The intensification of pedestrian or cycle traffic through the Reserve, the building of new paths, the widening of existing paths or lighting in the Nature Reserve is opposed. The existence of this route will encourage fly-parking in the Laxton Way area, Pippin Drive and Discovery Way, and also in Long Reach Road, Bourne Road and Cheney Way, which should be discouraged from the outset. A comprehensive ecological survey should also be carried out on the Local Nature Reserve (LNR) and the adjacent allotments and triangle of land behind Long Reach Road to establish a baseline to monitor any changes to the locally rich biodiversity that result from the station being opened.

6.94 As the number of trains will increase, the plans should incorporate an alternative access to Chesterton Fen Road from Cowley Road. Long-term plans should provide for station access on both sides of the railway.

Cambridge Past Present and Future (Cambridge PPF)

6. 95 A new train station being built to better serve Cambridge's residents and business community is welcomed. However, there are strong concerns over quality of design, integration of existing and new neighbourhoods, landscaping, wildlife mitigation, impact on adjacent small green spaces, phasing of development and the community use of the square.

Nuffield Road Allotment Society Ltd

6.96 The proposed pedestrian and cycle route from Nuffield Road will be parallel to the allotment entrance. The existing right turn into the site is

extremely dangerous for cyclists accessing the allotments and it is very important that the existing outer barrier gate be retained to prevent incursion by non-allotment vehicles. The outer gate is also very important for site security and serves as a deterrent to fly-tipping. It also allows the roadway to be kept clear of parked vehicles for emergency vehicles to gain entrance to the allotments. There is also the potential for kiss-and-ride activity taking place on this roadway and the outer gate will serve to prevent this. It would seem preferable to shift the proposed pedestrian/cycle path a few metres further north and create a fenced and landscaped reservation between it and the existing roadway.

6.97 For historical reasons, before the development of Discovery Way, the allotment site water and electricity meters are situated beyond the site (the electricity meter is housed on the lawn west of the entrance, and the water meter is west of the Discovery Way junction). Consideration should be given to relocating these to the site edge should re-modelling of the junction be proposed.

6.98 At the south end of the allotment site is a pedestrian/cycle gate for use by members. The proposals show new and modified routes through the nature reserve. There should be no loss of amenity or implications for access to the allotment for its members. Exposing the perimeter of the site by creating new paths by removing vegetation in Bramblefields could cause security issues at the allotments. A buffer of vegetation should be included in the detailed layout and landscaping proposals.

6.99 There is concern that the character of the site will be affected significantly by the proposals. In particular, floodlighting at the development and on new access routes will inevitably spill over on to the adjoining spaces. Suitable mitigation should be provided to ensure that the inevitable change to the character of the site is minimised.

7.0 INDIVIDUAL REPRESENTATIONS

7.1 Responses were received from local residents and local businesses with 65 in support and 22 objecting to the proposed development. The views expressed are summarised as follows:

7.2 The local objections received highlight the following matters:

- Insufficient capacity at the A14 Milton Road to cope with increased traffic as a result of the proposed development
- Insufficient capacity at the Milton Road / Cowley Road junction as a result of the proposed development
- Not enough car parking provided
- The likelihood of ‘fly parking’ (parking on the nearest road with unrestricted parking)
- Parking restrictions being imposed on residential areas creating a cost to local residents.
- Noise - caused by increased numbers of trains, trains braking, cars, generators and platforms

- Increased vibration from trains stopping and starting
- The platforms are too close to residential properties
- The increase in the 'down time' of the level crossing barrier on Fen Road leading to congestion
- Inadequate cycle provision on Cowley Road, Nuffield Road, Discovery Way Laxton Way through Bramblefields Nature Reserve and Moss Bank
- Impact on Bramblefields Nature Reserve as a result of people using the through path for access to the development
- The cycle way along the Busway being located on the wrong side for optimal use of the proposed development
- Increased waiting time for pedestrian and cyclist crossing Milton Road
- The lack of public toilet and baby changing facilities
- The capacity of the lifts not being sufficient to cope with the demand for bikes
- The quality of the 'cycle channels' on the stairwells
- Cambridge doesn't need two stations
- Concerns regarding drainage issues at the site
- Concerns about the quality of the signage for the proposed development
- No pedestrian linkages from Cambridge Business Park
- No footpath or cycle access over the River Cam
- Security issues created by late night users of the development
- Pedestrian, car, cycle conflict at interchange with different modes of transport
- The Milton Road/Kings Hedges Road/Green End Road junction is not sufficient for pedestrians and cyclists with Green End Road having a poor quality shared use path and Milton Road north east having a very substandard shared use path
- Speeding on Fen Road and Moss Bank
- Train and bus timetabling and the locations and destinations of public transport to and from the development
- The name of the station development

7.3 The representations received in support of the interchange proposal highlighted the following:

- Improved pedestrian, cycle and transport links into the community
- Improved support and development of local businesses
- The development will ease congestion at the existing train station
- The development will create transport hub connecting the local area to national and international routes
- The creation of growth in the area and rejuvenating the local community
- Reducing traffic will reduce the risks of accidents which cause injury and/or death
- Contribution to environmental targets, as shifting people from petrol and diesel-powered transport to electricity-powered transport (and

then completing the decarbonising of the production of electricity) is a vital part of an overall environmental strategy
- The high levels of car and cycle parking proposed
- Welcome further development of public transport in Cambridge for environmental reasons and to reduce congestion on the roads
- The name of the station development

7.4 Some comments that were received also went well beyond the scope of land use planning, such as the benefits of integrated bus/rail ticketing systems, railway timetables, the marketing of the station and the type of commercial businesses that could be co-located close to the site of the development.

7.5 Copies of individual representations will be available for inspection by Members prior to the meeting. Any late representations received will be reported verbally at Committee.

8.0 ASSESSMENT

8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and is a material consideration in planning decisions. For decision-taking this means approving development proposals that accord with the development plan. Within the overarching roles of the planning system a set of core land-use planning principles should underpin both plan-making and decision-taking. One of the NPPF core planning principles is to deliver sufficient community and cultural facilities and services in a sustainable way to meet local needs.

8.2 The planning system should promote sustainable growth which has three dimensions. The first of these is an economic role – contributing to building a strong responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and co-ordinating development requirements, including the provision of infrastructure. The NNPF puts significant weight on the need to support economic growth (para 19 NNPF). 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 to improve biodiversity, foster prudent use of resources, minimise waste and pollution whilst moving towards a low carbon economy.

8.3 In respect of promoting sustainable transport the NPPF highlights the need for a balanced transport system in favour of sustainable transport modes giving people a real choice about how they travel. Para 31 NPPF states that local authorities should work with neighbouring authorities and transport providers to develop strategies of viable infrastructure necessary to support sustainable development. Encouragement is also provided to schemes which support reductions in greenhouse gas emissions and

reduce congestion. Decision makers should consider whether the opportunities for sustainable transport modes have been taken up, that safe and suitable access to the site can be achieved for all users and that improvements to the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (para 32 NPPF). Para 118 of the NPPF advises that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for, and benefits of, the development in that location clearly outweighs the loss.

8.4 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. Local Development Plan considerations
2. Building design, layout and materials
3. Highway design and Access
4. Noise and vibration
5. Lighting
6. Landscape and visual impact
7. Water quality, flood risk and drainage
8. Ecology
9. Sustainability
10. Contaminated land
11. Archaeology
12. Public art
13. Rail freight relocation
14. Other material considerations

1. <u>Local Development Plan Considerations</u>

8.5 The proposed development is located within an area that is supported by policy SP2 and specifically identified effectively as an Area of Search (AOS) for a railway station in policy SP/17 'Rail Infrastructure' in the adopted South Cambridgeshire District Council Site Specific Policies Development Plan Document (January 2010). The principle of developing a railway station in this locality is thus supported by planning policy which should be accorded significant weight (para 14 NPPF).

8.6 The proposed location is also supported by policy 9/6 of the Cambridge Local Plan 2006 which relates to the Cambridge Northern Fringe and identifies that the proposals for a new railway station at Chesterton Sidings are beyond the City boundary but that access to the station will be through land within the City boundary. The principle of access to a station site along Cowley Road is thus supported by planning policy which should be accorded significant weight (para 14 NPPF).

8.7 Local objections have questioned the need for two stations to serve the needs of Cambridge. The Local Transport Plan (LTP3) covers

infrastructure policies and strategies and was adopted in March 2011. Within the context of an objective to improve the integration of all modes of transport and provide good connectivity between walking, cycling, and bus and rail services the proposed station interchange at Chesterton is identified as a Major Scheme. The scheme is required to improve interchange between various modes of transport and to help reduce the level of traffic congestion in Cambridge as it would attract many journeys by car that would otherwise be made to the rail station near the city centre whilst also safeguarding freight travelling by rail. Within the context of the LTP3 (2011) the implementation of the proposal should be accorded significant weight.

8.8 To the north of the application site is a Transport Safeguarding Zone indentified in the adopted Minerals and Waste Site Specific Proposals Development Plan Document (2012). The existing rail access to this facility passes close to the northern and eastern boundary of the application site. The submitted proposals do not directly impinge on the operation of the current rail siding serving the Tarmac Lafarge Aggregates Railhead so there is no conflict with the safeguarding policy (CS 23 in the adopted Minerals and Waste Core Strategy 2011). It should be noted that other developer interests have recently submitted a planning application for changes to the rail access that serves this facility. If approved and implemented the existing sidings would be removed to release the land for re-development.

8.9 The proposed development lies close to the waste consultation area for the nearby sewage works. Anglian Water (AW) have advised that odours from the sewage works are not always contained within its boundary, but the risk of exposure to odour at the interchange is considered low risk. Consequently approving the proposal is unlikely to compromise AW operations to the extent where policy objections are raised. There is thus not considered to be a conflict with Policy CS23 of the adopted Minerals and Waste Core Strategy (2012).

2. <u>Design, layout and materials</u>

8.10 It is acknowledged that the design and layout of the of the proposed development was subject to pre-application engagement with officers at Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council and has been through a number of iterations and alterations to reach the final scheme as submitted.

8.11 The Cambridgeshire Quality Panel reviewed the proposal on 17 June 2013 (before the application was formally submitted). The panel considered that the proposed development is an exciting and important scheme and one which had huge potential in terms of transport but also wider implications in terms of setting a high standard for the regeneration of this part of the city'. On the basis of a scheme presentation (some elements of which were still under review) the key issues raised by the panel reflecting their view of the importance of this new 'gateway' to Cambridge are summarised below :

Quality Panel	Applicant's response
Station facility needs to retain the ability to expand in the future and provide a range of user facilities	Design permits easily permits expansion of the modular construction elements to facilitate expansion of the main station building if needed in the future e.g. two storey. Similarly the cycle storage has capacity for expansion should it be needed as there is currently single storey storage, butt there is scope for the delivery of double height storage should it be needed.
Whilst a good location in relation to residential and business uses further consideration required on how linkages to the site will perform now and in the future	The key points of access to the site are essentially fixed e.g. Cowley Road and connections to the Bus way. Future work as part of the joint AAP will have to consider in greater detail how linkages to the station site can be extended. The applicant did review possible wider site linkages as part of their design work and showed that the proposed site layout would not prejudice successful development patterns (streets, blocks, frontages, etc.) emerging north and west of the station site in future.
Concerns raised about conflicts of users and access	Further information provided in supplementary information
Greater reference and connection to Cambridge and science park should inform design	Use of Game of Life cladding design proposed
More information should be provided on the design process, internal building design and the 'journeys' of those using the facility.	Has provided a plan illustrating how users from the local area (including the Science Park) are expected to interact with the development. The applicant has also committed to monitor where and how people access the site during its early operational phase.
Design of building should be improved to reflect status as a new station being both durable and flexible to accommodate change.	See comments in paragraphs below

Feeling that design was too “stiff” and uninspiring	
Outside areas need more sense of enclosure	Enclosure is provided, but not in a rigid fashion. Two lines of trees enclose the square on its north and south sides. There is a clear delineation of the edges of the square being aligned with the main façade of the station building.
Landscape design should be re-considered and simplified	Scheme provides for landscaping of the site
Include ‘fun ‘ elements and make it a pleasurable experience. Role of public art	Novel use of Game of Life pattern cladding to building and walkways provides focus for the enquiring mind to research further
Important to use swales as part of drainage design to provide both landscape character and sustainability	Swales likely to feature in surface water strategy under consideration
Liked the use of photo voltaic panels on the cycle shed	Submitted information outlining arrangements for demonstrating the angle and implementation of the photovoltaic panels on the cycle storage building which provide both elements of innovation and sustainability in the design.
Thought that the applicant should provide additional details about the public facilities (toilets) and the retail space.	Additional information proposing more public conveniences and passive provision within the retail space provided
Importance of long life design and self-sufficiency	Noted
Questioned whether the station was self-sufficient in energy use	A scheme for renewable energy generation forms part of the submitted scheme seeking to address the policy requirement
Concerns raised regarding amenity issues such as the impact of noise and visual amenity on the nearby Gypsy and Traveller community	A full noise assessment has been undertaken and submitted as part of the planning application. The impact on residents at Sunningdale Caravan Park has been taken into consideration and a visual/noise barrier to the rear of the eastern platform has now been proposed as part of the development.
The Panel welcomed the incorporation of the ‘Game of Life to the design of the building but stated	A sample and further drawings and artists impressions have been

that its design should be made to work for the scheme rather than being controlled by it.	submitted to illustrate the use of the detailed treatment of the cladding further information about the proposed perforated " Game of Life" panels and how different patterns and widths of perforations would be used to improved visibility from the bridge creating better vistas whilst reducing visibility to the south of the site to minimise overlooking on residential properties. There is considerable use of the panels but this is deliberate as it creates a unified feature across the building. To insert more materials in different facades could result in less cohesive looking appearance.
Highlighted importance of signage/branding in contributing to local image	Will consider further at detailed design stage re signage and marketing
Panel noted the context of the scheme within a wider redevelopment of the area and welcomed the proposed preparation of an Area Action Plan by the local authorities. AAP boundary may need to be wider than currently scoped.	Have provided some indicative plans showing what the area might look like with further development, but this is not to be regarded as part of the formal submission or a material consideration in the determination of the planning application.

A full copy of the Panel's comments are attached as Appendix C.

8.12 The Panel did express some areas of concern which have been carefully considered and have resulted in the submission of additional details and plans in October 2013. The presentation to the Panel, while a useful summary of work done to date at that time, omitted a number of key parts of the site and building design that were in development being subject to debate with officers prior to submission and as part of the EIA assessment process.

8.13 In response to the Panel comment about the building being 'stiff and uninspiring', officers respectfully disagree. The building design is considered creative, both in terms of the "Game of Life" cladding used, the highly articulated roof form of the cycle park and the patterned form of the pavement detail in the square west of the building. It is very fitting of its local context serving the Cambridge science Park in that it employs a durable patterned external material for the main cladding of the building which has a direct relation to formative ideas about science developed in

Cambridge i.e. Game of Life. The use of perforated panels gives the building a light and dynamic quality, enabling changing levels of light and views within and outside the building at different times of day. Overall, officers consider the building is far from still and uninspiring.

8.14 It is clear that the application site has a number of physical constraints that have informed and influenced the layout of the station. The Busway enters the site following the alignment of the old St.Ives railway running along the south western boundary the route which is bordered by existing trees and Bramblefields Local Nature Reserve which is important in helping to reduce the impact of the development on its closest residents. Cowley Road is the only link to the site from existing highways to the north west of the site and the use of the existing rail line serving the Tarmac Lafarge railhead is a fixed constraint that informs the layout and alignment of the principal accesses to the site. Other existing railway related infrastructure constraints have also determined the location and layout of the proposed station platforms together with the overbridge to the station building. To the east of the railway the close proximity of residential properties at Suningdale has also influenced the design of the eastern platform. Through the scale and form of the proposed station building the architect has sought to create a building which is respectful to its sensitive residential receptors in close proximity of the developments as well as its proposed use given that there is no existing traditional railway heritage context to influence design on this application site.

8.15 Planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that development should conserve and wherever possible enhance local landscape character and Policy 3/12 of the Cambridge City Local Plan 2006 states that new buildings will be permitted where it can be demonstrated that they have a positive impact on their setting in terms of location on the site, height, scale and form, materials and are constructed in a sustainable manner. Due to the location of the development and in the absence of a wider site specific design code it is considered that, other than those constraints already described, the design of the development has responded positively in terms of layout, design and choice of materials used. It is considered that the submitted scheme has satisfactorily addressed initial urban design concerns and that in particular that the proposed use of the locally derived ‘Game of Life’ design for architectural detailing is to be commended as it will give the station a unique and distinctive character as befitting a transport hub location close to the Cambridge Business and Science Park. It is considered that the final approval of samples of the external cladding materials should be the subject of a condition in order to secure a high quality finish. It is considered that the proposed development is consistent with the NPPF, policy 3/12 of the Cambridge City Local Plan 2006 and policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).

8.16 Planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that new development should achieve a permeable development, which includes streets, squares and other public spaces with a defined sense of enclosure and interesting vistas, skylines, focal points and landmarks, with good interrelationship between buildings, routes and spaces both within the development and with the surrounding area. Some concerns have been expressed regarding the circulation and layout of some aspects of the proposed development specifically in relation to the car parking area and layout and the size and scale of the shared drop-off/taxi area is too dominant when compared to the scale of the highly detailed station concourse area which may be confusing for those using the development. However, planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that new development should also achieve a permeable development for all sectors of the community and all modes of transport, including links to existing footways, cycleways, bridleways, rights of way, green spaces and roads. It is considered, in consultation with Urban Design officers that the proposed development does include good interrelationship between buildings, routes and spaces creating a permeable site with links to existing rights of way. It is therefore considered that the proposed development is predominantly consistent with policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).

8.17 Planning policy DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that new development should provide safe and convenient access for all to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing. Policy DP/3 continues further requiring the screened storage and collection of refuse, (including recyclable materials) and a design and layout that minimises opportunities for crime. It is accepted that there will be some level of conflict with the many different modes of travel through the development it is considered that such interactions have been minimised thereby creating an open, secure environment that has been welcomed by Urban Design officers. Some local interest groups are opposed to the paths through Bramblefields Local Nature reserve (LNR) being identified as a route for cyclists. The Police Architectural Liaison Officer has also expressed some security concerns about users of the interchange walking along an unlit route through the area in the evening. Increased use of existing routes in Bramblefields LNR may also raise ecological issues. It is considered that a pedestrian access link through Bramblefields LNR should be supported but that final details of the nature of the link and its usage should be the subject of further detailed consideration between the landowners (City Council), local interested parties, residents groups and ecologists. It is therefore recommended that subject to a planning condition (see draft Condition 28)in respect of Bramblefields LNR that the proposed development is considered compliant with policy DP/3 of the South Cambridgeshire Local

Development Framework Development Control Policies (Adopted July 2007).

8.18 Representations have been also received objecting to the specific location of different elements of the proposed development within the broader location of Chesterton sidings and its eventual re-development. As the overall planning of the area does not yet benefit from the preparation of an Area Action Plan (which will consider wider opportunities and constraints, in consultation with other parties) such representations can carry very little or no weight. The siting of a station interchange on the land in question is considered compliant in principle with the policies of the adopted Development Plan and there is no other material planning justification of overriding importance for not accepting the submitted proposals, subject to satisfactorily securing effective mitigation of its environmental effects.

3. <u>Highways, Access, Car and Cycle Parking</u>

8.19 A principal concern of neighbourhood objections/concerns has been the potential for an increase of traffic congestion on the surrounding highway network notably the junction of Milton Road with the A14 and the junction of Milton Road and Cowley Road. Planning policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that planning permission will not be granted where the proposed development would have an unacceptable adverse impact from traffic generated. Policy 8/2 of the Cambridge City Local Plan 2006 states that developments will only be permitted where they do not have an unacceptable transport impact. It is considered that following receipt the views of the Highways Agency and in consultation with the Highways Development Control Officer and Transport Assessment Team, that the implementation of the proposed development will not have a significant adverse impact upon the strategic public highway network. However the applicant does propose some traffic management measures to improve the efficiency of the system on Milton Road/ Cowley Road and it is recommended that an undertaking be sought from the applicant that such works should be completed prior to the new station interchange being brought into use (see para 8.23 below).
The proposal is unlikely to have a significant additional impact upon highway safety whilst the dual role of the County Council as both applicant and Highway Authority provides certainty that any highway capacity issues can be satisfactorily addressed.

8.20 Planning policy TR3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that proposals for 'major development' or where a proposal is likely to have 'significant transport implications' the Council will require developers to submit the a Transport Assessment (TA) and a Travel Plan (TP). Policy 8/3 of the Cambridge City Local Plan 2006 states that non-residential developments will be required to provide a TP. Policy 8/4 of the Cambridge City Local Plan 2006 states that such a TP should

support walking and cycling giving priority for these modes of transport over cars. A TA and TP have been submitted as part of this planning application. The TA shows that the proposed development is likely to cause a worsening of conditions (during either peak period) at the Cowley Road/ Milton Road North junction, Milton Road/ Cowley Park junction, Kings Hedge Road/ Milton Road/ Green End Road junction, and Arbury Road/ Milton Road/ Union Lane. The TA identifies the majority of these issues relate primarily to background growth, but the proposed development contributes towards this impact in most of these cases.

8.21 The applicant has stated that they propose to carry out improvements at the Cowley Road/ Milton Road North junction, through the alteration of lane allocation on approach to the junction for traffic travelling south from the A14 junction. The improvements include a dedicated left turn lane to Cowley Road. The junction design has been accepted by the Highway Authority in principle and the detailed design will be agreed prior to implementation and subject to all of the usual safety audit processes. The junction improvement provides an element of mitigation which works towards alleviating the impact within the immediate vicinity of the development.

8.22 Although the development will attract additional vehicular traffic it will also benefit the area significantly by providing for and encouraging the use of sustainable modes. Increase in traffic movements in the locality are expected to result in a decrease in use and congestion elsewhere in other parts of the city. There have been local objections about the suitability and the standard or Cowley Road to accommodate the additional traffic created as a result of the proposed development. The Highway Authority have stated that Cowley Road has 'formally adopted' status and has suitable capacity and is in an appropriate condition to accept the increase in traffic.

8.23 There have also been objections to the 'guided' element of the Busway that enters the site as it will act as a constraint to the future development of the wider Chesterton area. The plans illustrate that the buses accessing the site via the Busway will depart and rejoin the 'rails of the Busway' within the site, but will not restrict conventional buses from accessing the bus terminal. The dedication of this route for Busway traffic only is supported on environmental grounds. Subject to the undertaking referred to in para 8.19 it is considered that the proposed development is consistent with policies DP/1 and TR3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Local Plan 2006.

8.24 Planning policies TR/1 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) state that development should minimise the need to travel and reduce car dependency and achieve a permeable development for all modes of transport. The supporting text of policy 8/4 of the Cambridge City Local Plan 2006 states that all development shall be designed to give

priority for walking and cycling over cars, be accessible to those with impaired mobility and be linked with the surrounding walking and cycling network. The information regarding the access by different modes of transport is broadly welcomed and it is considered that the proposed development has been designed to provide a high degree of access by sustainable modes arranged to be as permeable as possible given the constraints on site. The development will clearly open up this area of underused land to improved opportunities for walking and cycling, the Busway, Citi bus services, taxi and rail passengers.

8.25 New and enhanced walking and cycling access from the south of the development can be appropriately secured through the development and the walking and cycling access along the Busway is supported. Some local representations suggest that the access along the Busway should be along its northern rather than southern side to provide easier access to adjacent business development. Consideration could be given to the creation of crossing points on the Busway but this would have to be the subject of separate discussions in respect of that approval and its implementation. On balance the access along the southern side, closer to the residential area is supported. The principal concern of neighbourhood objections/issues with the application with cycle access is the proposed 2.5 metre shared use footway/ cycleway along the north side of Cowley Road. The station is expected to encourage high levels of pedestrians and cyclists accessing the site and therefore careful consideration will need to be given to the width of footway/cycleway provided at the detailed design stage. The provision of a footway/cycleway along Cowley Road is important in minimising the potential conflict between vulnerable road users and the HGVs which will continue to access the Lafarge and other sites off Cowley Road. Whilst the construction of a 2.5 metre wide shared footway/cycleway would meet the minimum standards in the short term it is considered that opportunities to improve this link in the medium term will be brought forward through the employment led re-development policies likely to be included in an Action Area Plan as described in the emerging local plans. Whilst some uncertainty is acknowledged it is not considered that it would be reasonable to withhold planning consent on such grounds.

8.26 Representations have been made regarding the potential for a bridge over the River Cam to the south of the site. CCyC have stated that this bridge and the Chisholm Trail between Barnwell Junction and Milton Road need to be in place before the Science Park station opens otherwise the proposed development will be decided in isolation from the provision of improved access for walking and cycling across the river from the east of Cambridge. Whilst a scheme to construct a bridge over the Cam is currently at the feasibility stage it is considered unreasonable at this stage to delay a decision on this development or directly link its provision to the submitted proposal save seeking an assurance from the applicant that such feasibility works will continue to be pursued. On balance it is considered that the submitted proposals are consistent with policies TR/1 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/4 of the Cambridge City Local Plan 2006.

8.27 Planning policies TR/1, TR2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007 and policies 8/6 and 8/10 of the Cambridge City Local Plan 2006 state that development must provide car and cycle parking in accordance with the Parking Standards, in number, location and design. There have been both letters of support and objection to the proposed allocation levels of both car and cycle parking. A local concern is that there is not enough car parking, which will cause 'fly parking' outside of the application area on nearby roads. The TA has identified the number car and cycle parking spaces required for the development. The methods used to determine these levels have been assessed by the Highway Authority and judged to be sound and acceptable. Although the total number of cars attracted to park at the station by mid-morning is shown to exceed on-site supply it is accepted overall by the Highway Authority that the development will improve sustainable transport opportunities by providing 1000 cycle parking spaces in the area. Notwithstanding the clear focus on sustainable modes of travel it is accepted that that whilst the station should provide an element of car parking for those who have no other option but to drive to the station, those travellers that have access to alternatives means of transport should be encouraged to use these rather than being encouraged to drive as a result of an oversupply of on-site parking. Appropriate highway signage by all modes for the development should be secured by planning condition.

8.28 It is acknowledged that depending on demand, the parking provision on site has the potential to encourage those choosing to access the development by car to park in unrestricted roads within the vicinity of the station. There is already 'fly parking' along Cowley Road so it is reasonable to assume that this may be increased by the proposed development. Some local residents suggested that parking restrictions should be imposed before the development becomes operational and others stated that they did not want parking restrictions imposed on their own residential roads. To enable formal review of any impact of the implementation of the proposed development it is recommended that a unilateral undertaking be sought from the applicant to monitor parking before and after the opening of the new station. If it is found that problems are arising from on-street parking then any necessary controls will be developed and introduced in consultation with residents and businesses and in accordance with the Cambridgeshire County Council On-street Parking Policy. For any parking restrictions to be imposed the highway authority would have to follow due process through a Traffic Regulation Order. This process includes provision for local consultation to be undertaken. The Highway Authority has been consulted on the proposed development on the specific issues of fly parking and has not objected to the proposals. Overall there are insufficient grounds to oppose the development on highway capacity or road safety grounds subject to the undertakings and planning conditions (see Draft Conditions 25 -29) set out in the recommendation.

8.29 The TA identifies that the cycle space provision (1000 spaces) is acceptable, and that the number of spaces provided can be expected to be monitored and reviewed by the site operator. The Highway Authority are acceptable of this approach although the surveying of cycle space demand should be formalised through the Travel Plan (TP) to ensure that sufficient cycle parking is provided. There is potential space and scope to almost double the cycle parking provision by implementing double height cycle stands if an assessment demonstrates the need through monitoring. A TP should also provide details of increased spacing necessary to accommodate non-standard bicycles. It is therefore considered that the level of car and cycle parking is appropriate for the development as proposed in compliance with policies TR/1, TR2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/6 and 8/10 of the Cambridge City Local Plan 2006.

4. Noise , Vibration and Air Quality

8.30 The capacity of the proposed development to generate noise and disturbance has been highlighted by local residents. Such impacts have been carefully assessed by both the Environmental Health Officer and an independent noise consultant. Both have raised concerns about impacts on the closest residential properties in respect of changes in noise and vibration. The nature of vibration experienced by landuses close to the station will change and is unlikely to give rise to significant environmental impact as most passenger trains will be either calling at or terminating at the station rather than passing through at speed. Careful attention will need to be given to securing effective mitigation through the use of appropriate barriers and controls over the station public address system to minimize disturbance. However they are satisfied that subject to appropriate mitigation to be secured by planning conditions the proposed development should not give rise to noise and disturbance that would cause unacceptable harm to local amenity. Appropriate conditions are included in the recommendation (see Draft Conditions 17-24). With mitigation it is therefore considered that the anticipated impacts are acceptable and the submitted proposals are consistent with polices DP/3 and NE/15 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 4/13 of the Cambridge City Local Plan 2006.

5. Lighting

8.31 Uncontrolled surface lighting has the potential to harm the visual amenity of the local area being an issue raised in local representations. However, appropriate levels of lighting have been identified in the submitted application required for of the station interchange to safely access the station platforms, car park, bus stops, pickup/set down area, cycleways and walkways. The submitted information has been viewed by the Environmental Health Officer who finds the details broadly acceptable in principle subject to the imposition of a planning condition (see Draft

Condition 7) whereby more detailed information can be assessed, including potential for light spill affecting amenity, in due course. The use of adjustable modern lighting should not give rise to significant adverse effects and it is therefore considered that the submitted proposals are consistent with policy NE/14 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 4/15 of the Cambridge City Local Plan 2006.

6. Landscape and visual impact

8.32 This issue has been assessed by the landscape officer who finds the proposals broadly acceptable but recommends imposition of a planning condition to enable more detailed scrutiny of new landscaping and other mitigation works to be undertaken along the western boundary of the site. The comments of the quality Panel relative concerns over the nature of the landscape design are addressed in Section 2 earlier. There have been some local concerns expressed about the proposed quality of signage for the scheme to guide users. Subject to the imposition of a planning condition (See Draft Condition 4) the submitted proposals are consistent with polices DP/1, DP/2, and NE/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007), South Cambridgeshire District Council's Biodiversity SPD, Landscape & New Developments SPD and polices 4/4 and 3/12 of the Cambridge City Local Plan 2006.

7. Water quality, flood risk and drainage

8.33 Whilst the land in question does not lie in an area where there is a significant risk of flooding issues of drainage are of concern to local people. Notwithstanding that the Environment Agency has raised no objections in principle, that the submitted documents set out the broad parameters of the drainage design and the developer has recognised the importance of water management identified in the Cambridge and Milton Surface Water Management Plan (2012) no detailed drainage calculations are available although the applicant is committed to the use of sustainable drainage (SUDS). The proposed approach to drainage would encompass permeable pavements discharging into an infiltration blanket with complementary control measures including, green station roof, swales, bio-retention for the open square and landscaping. It is therefore recommended that a planning condition be imposed to secure satisfactory detailed design reflecting arrangements for sustainable drainage. It is likely that in the future (April 2014) the County Council will play a key regulatory or advisory role as the Floods and Water drainage body seeking to secure sustainable drainage solutions. Subject to the imposition of planning conditions (see Draft Conditions 12-16) the submitted proposals are considered consistent with polices DP/1, DP/3, NE/8, NE/9, NE/10, NE11 and NE/12 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and polices 4/13 and 8/18 of the Cambridge City Local Plan 2006.

In view of the particular interest shown by Milton Parish Council in this matter Members may wish to consider whether discharge of this pre-commencement condition (see Draft Condition 16) should be referred back to Committee rather than determined by officers under delegated powers.

8. Ecology

8.34 The proposed development will impact on the ecology of this brownfield site which currently supports a priority habitat of county importance for invertebrates in an open mosaic format usually associated with former railway land. Whilst the submitted proposals show that some of this Open Mosaic Habitat (OMH) on Previously Developed Land can be retained it is clear that approximately 30% (0.74 hectares) would be lost to the development. The applicants offer of off-site habitat creation along the Busway link would result in the management of 0.48 hectares as part compensation for the loss. The additional offer of adding to habitat creation within Bramblefields Local Nature Reserve by the applicant is also welcomed.

8.35 It is clear that there will be a net loss of OMH (0.26 hectares) associated with the implementation of the proposed development. Loss of habitat runs counter to tenor of advice in the National Planning Policy Framework (para 109) which should be accorded significant weight. Consequently the proposal is not in accord with planning policy in this respect.

8.36 Should development proceed, the County Ecologist has highlighted the need to secure the maximum ecological benefits from both the on-site and off-site ecological mitigation areas which will involve active management. In response to local concerns careful consideration will need to be given to the appropriate balance to be struck between any increased use of pathways through Bramblefields Local Nature Reserve (LNR) to reach the proposed development and its ecological implications. It is consequently recommended that if planning permission is granted then appropriate undertakings are sought from the applicant in respect of the provision of further ecological enhancement works within the LNR and that site-wide ecological works and management be required by planning conditions (see Draft Conditions 8-11, 31) . It is therefore considered that the submitted proposals fall just short of full compliance (see para 8.35 above) with polices DP/1, DP/3, NE/6 and NE/7 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007), South Cambridgeshire District Council's Biodiversity SPD (2009) and polices 3/2, 4/3, 4/6 and 4/8 of the Cambridge City Local Plan 2006.

9. Sustainability

8.37 A baseline assessment of the proposed development indicates that its overall performance has the potential to reach a BREEAM very good rating given a range of indicators encompassing management, health and well being, transport, waste, water, ecology and energy. The design of the building seeks to reduce energy and CO2 emissions significantly. Roof

lights and perforated panels provide high levels of daylight to reduce demand for lighting. Supply from low carbon and renewable sources involve the use of air source heat pumps and solar photo voltaic (PV) panels. The solar panels will be mounted on the cycle shelter roof and will produce 42,000kWh of electricity per annum which equates to 12% of the overall energy consumption of the development. The proposed development will therefore meet the planning policy requirement of 10% for provision of sustainable power. It is recommended that full details of this scheme should be secured by an appropriate planning condition (see Draft Condition 5). It is therefore considered that the submitted proposals are consistent with policies DP/1, NE/1, NE/2 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 3/1 and 8/16 of the Cambridge City Local Plan 2006.

10. Contaminated Land

8.38 The nature of the past use of the application site as railway track and sidings suggests that there is a possibility of encountering some ground contamination (often hydrocarbon from fuel/oil spillage) during the implementation of the proposal. Ground disturbance during construction could mobilise any in-situ contamination and steps may need to be taken to protect the environment from any pollution. The Environmental Health Officer has recommended the imposition of planning conditions (see Draft Conditions 13-16) to both deal with the identification of any contamination encountered during construction and effectively deal with its implications and mitigation. It is therefore considered that the submitted proposals are consistent with policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/13 of the Cambridge City Local Plan 2006.

11. Archaeology

8.39 The County Archaeologist has advised that there is a possibility of disturbing archaeological remains but that effective mitigation can be secured through use of a planning condition (see Draft Condition 30) in this case. A scheme of archeological works will need to be submitted to and approved in writing prior to the commencement of development. Should any items of interest be discovered these could also be reported through the Site Liaison Forum as well as official channels.

12. Public Art

8.40 Planning Policy SF/6 of the South Cambridgeshire Development Control Policies DPD 2007 seeks to encourage the provision of public art within a development as a way of enhancing the quality of the development by creating a sense of place. It is acknowledged that the public art could be included in an integrated and functional element of the design including lighting etc.

8.41 In commenting earlier on the design of station buildings the Quality Panel specifically drew attention to the way the designers had cleverly incorporated a theme within the external elevations of their design. The proposed 'Game of Life' design provides local linkages to the Cambridge University and scientific community as the design is inspired by British mathematician John Horton Conway who studied at Gonville and Caius College, and later went on to lecture at Cambridge University. The Quality Panel considered this approach novel and one which would lead to a locally distinctive building of some note. They fully supported the idea that the perforated panel design on the front of the station buildings would be backlit at night.

8.42 Whilst sensitive landscaping (hard and soft) will also contribute positively to the design it is considered that the use of the 'Game of Life' architectural detailing would positively contribute towards satisfying the policy requirement in this instance. However in the absence of other initiatives by the applicant it is still considered appropriate to secure the policy requirement through the imposition of a planning condition (see Draft Condition 33) to fully reflect the thrust of Policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).

13. <u>Aggregates railhead re-location</u>

8.43 The implementation of the submitted proposal will require the removal of the existing aggregates railhead as the land on which it lies will form the new vehicular access to the station transport interchange. Within the supporting documentation it has been suggested that the aggregates railhead could be re-located to the central part of Chesterton Sidings to the north of the application site. Both Network Rail and the rail freight interests have objected to this solution for operational reasons especially as this would involve providing road access across the active rail siding serving the Tarmac Lafarge aggregates railhead to the north.

8.44 The Mineral Planning Authority has recently received a planning application for re-configuring the Tarmac Lafarge aggregates railhead and coated stone plant to allow rail delivery access from the east rather than the west of the facility. If this plan is considered acceptable, approved and implemented then the existing operational sidings serving the facility will be taken out of service following commissioning of replacement sidings which are located closer to the Cambridge – Ely main line. Also included in supporting documentation to the application is an overall plan for rail infrastructure at Chesterton Sidings. This shows a potential re-location of the aggregates rail terminal that would be displaced by the proposed interchange development, to underused land adjacent to the Tarmac Lafarge aggregates rail terminal with a shared vehicular access to Cowley road along the existing haul route for both developments.

8.45 Within the wider context of Network Rail's expression of support for the scheme it appears that Network Rail together with rail freight interests are actively pursuing changes to land use and local rail infrastructure that will

address their own concern about the operational need to retain two aggregates rail terminals. The continued availability of aggregates rail terminals is to be welcomed as they are expected to play a significant role in the delivery of construction materials to the proposed upgrade of the A14. It is therefore considered that the submitted proposals are consistent with policy CS26 of the Cambridgeshire & Peterborough Minerals and Waste Core Strategy Development Plan Document 2011. The question of how planning policy will influence the re-development of local area is expected to be addressed through an Action Area Plan (involving community consultation in due course. Taking into account current adopted development plan policies determination of this application is not regarded as premature or prejudicial as the approval of future proposed action area plans for the area are some way off.

14. Other material considerations

8.46 In respect of the proximity of sensitive receptors to the site the recent resolution agreed for a change of use to residential of a former waste transfer station at the old coal yard Fen Road has been taken into account in this assessment.

8.47 This is a complex proposal which affects a number of local stakeholders living close to the site. Other interested parties have also commented on the proposals at some length and are keen to influence the implementation of the scheme and the wider direction of public and private investment in the local area. It is therefore recommended that in order to facilitate the implementation of the proposal and monitor its performance during the early years following it coming into use that a Local Liaison Forum be formed to act as a conduit for the sharing of information , receipt of concerns, local forum for debate and review of progress.

8.48 It is anticipated that implementation of the submitted proposals will reduce some pressures on the main Cambridge railway station which will also benefit users of that transport facility. To fulfill its role the proposed development will need to be effectively signed for users and it is recommended that a suitable local signage scheme be secured by condition (see Draft Condition 6).

8.49 Local concerns have been raised about a potential increase in time when the railway level crossing will be closed against road traffic associated with the increase in train movements and relative train speeds associated with the new station. This could bring an increase in waiting times and congestion on Fen Road. It is considered that in comparison to the existing situation where trains cross at speed implementation of the proposals could increase waiting times at the level crossing as more trains will use the line and may be approaching the crossing more slowly. Whilst this may negatively act on the free flow of traffic on Fen Road to some extent, this impact will have to be balanced against some of the environmental and economic benefits of the proposed development.

9.0 CONCLUSION

9.1 It is anticipated that the grant of planning permission for this transport interchange in this locality will act as a major catalyst for future changing land uses in the area and further economic development. It will improve accessibility to both homes and jobs and provide a sustainable alternative to commuting by car. Improvements in accessibility will not just be restricted to Cambridge but its linkage to the Busway will mean that its significant economic benefits will be shared with other communities, including the proposed new settlement at Northstowe. The design of the station is creative, functional and appropriate in the local context, providing a strong link to the role of science and technology in Cambridge.

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

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

10.0 RECOMMENDATION

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

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

- Pre- development baseline survey of incidence and distribution of on-street parking in the locality to be followed by further surveys of any on-street parking in the locality following the bringing into use of the development. The bringing forward of a scheme of mitigation, following local consultation, to address any issues raised by the surveys

- To work with the owners of Bramblefields Local Nature Reserve on a scheme to deliver biodiversity enhancements prior to the development being brought into use

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

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

Contact details

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

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APPENDIX A: GOVERNMENT AND REGIONAL GUIDANCE AND ADVICE

Topic	South Cambridge District Council Policies (2007 & 2010)	Cambridge City Council Policies (CLP 2006)
Economic Development	SP/17 Rail Infrastructure	9/6 Northern Fringe
Air Quality	DP/1 Sustainable Development	4/14: Air Quality Management Areas
	DP/3 Development Criteria;	
	NE/16: Emissions	4/13: Pollution and Amenity
Ecology	DP/1 Sustainable Development;	3/2 Setting of the City
	DP/3 Development Criteria	4/3: Safeguarding Features of Amenity or Nature Conservation Value,
	NE/6: Biodiversity	4/6: Protection of Sites of Local Nature Conservation Value
	NE/7: Sites of Biodiversity or Geological Importance	
		4/8: Local Biodiversity Action Plans
	South Cambridgeshire District Council's Biodiversity SPD (2009)	Cambridge City Council's Sustainable Design and Construction SPD (2007) section 2.6 supplements local policies 4/3-4/8.
	DPD (2007) policy DP/2: Design of New Development	4/4: Trees
Water Quality, Flood Risk & Drainage	DP/1 Sustainable Development;	4/13 Pollution and Amenity
	DP/3 Development Criteria	
	NE/8 Groundwater	
	NE/9: Water and Drainage Infrastructure;	8/18: Water, Sewerage and Drainage
	NE/10: Foul Drainage – Alternative Drainage Systems	
	NE/11 Flood Risk	
	NE/12 Water Conservation	
Land Contaminati on		4/13: Pollution and Amenity
Heritage	DP/1 Sustainable Development;	4/10: Listed Buildings;
	DP/3 Development Criteria;	4/11: Conservation Areas;
	CH/1: Historic Landscapes;	4/12: Buildings of Local Interest
	CH/3: Listed Buildings;	
	CH/4: Development Within the Curtilage or Setting of a Listed Building;	4/1: Green Belt
	CH/5: Conservation Areas	
	Development Affecting the	Riverside and Stourbridge

	Settings of Listed Buildings SPD	Common Conservation Area
Urban Design & Visual Impact	DP/1 Sustainable Development;	3/2: Setting of the City;
	DP/2 Design of New Development	3/3: Safeguarding Environmental Character;
	DP/3 Development Criteria;	3/4 Responding to Context
	DP/7:Development Frameworks	3/6 Ensuring Coordinated Development
	NE/4: Landscape Character Areas	3/7 Creating Successful Places
	Landscape & New Developments SPD	3/11 The Design of External Spaces
		3/12 The Design of New Buildings
Lighting	NE/14: Lighting Proposals	4/15: Lighting
Noise & Vibration	DP/3 Development Criteria	4/13: Pollution and Amenity
	NE/15: Noise Pollution	
Transport & Access	DP/1: Sustainable Development;	8/2: Transport Impact
	DP/2 Design of New Development	8/3: Mitigating Measures
	DP/3 Development Criteria;	8/4 Walking and Cycling Accessibility
	TR/1 Sustainable Travel;	
	TR/2 Parking Standards	
	TR/3: Mitigating Travel Impact	
	Travel Impact and TR/4: Non-motorised modes	
Car and Cycle Parking	TR/2: Car and Cycle Parking Standards	8/6: Cycle Parking;
		8/10: Off-Street Car Parking
Sustainable Development	DP/1: Sustainable Development;	3/1: Sustainable Development
	NE/1: Energy Efficiency;	8/16: Renewable Energy in Major New Developments
	NE/2 Renewable Energy	
	NE/3 Renewable Energy Technologies in New Development;	
Public Art	SF/6 Public Art and New Development	3/7 Creating Successful Places
Archaeology	DP/3 Development Criteria	4/9: Scheduled Ancient Monuments/Archaeological Areas;
	CH/2: Archaeological Sites;	
Site Security	DP/3 Development Criteria	3/7 Creating Successful Places
Transport	TR/1 Sustainable Travel	
Supplementary Planning Documents	Trees and Development Sites SPD – July 2009	
	Biodiversity SPD – July 2009	
	Landscape and New Developments SPD – March 2010	
	District Design Guide SPD: High Quality and Sustainable Development in South Cambridgeshire (March 2010)	
	Health Impact Assessment SPD – May 2011	

	Sustainable Design and Construction SPD
	Public Art SPD – January 2009
Local Transport Plan	Local Transport Plan LTP3 (adopted March 2011) Policies and Strategy 2011-2026

APPENDIX B DRAFT CONDITIONS:

Implementation

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

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

Approved Plans

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

   - Landscape/Ecology Mitigation Plan – Date 20/02/2013 - Plan Reference: 5110967/LP/00/001
   - Landscape/Ecology Mitigation Plan - Station (southern end) & Interchange Area – Date 20/02/2013 - Plan Reference: 5110967/LP/00/002
   - Landscape/Ecology Mitigation Plan - Cowley Road ETC. – Date 20/02/2013 - Plan Reference: 5110967/LP/00/003
   - Landscape Sections Sheet 1 of 2 – Date 20/02/2013 - Plan Reference: 5110967/LP/00/005
   - Landscape Sections Sheet 2 of 2 – Date 20/02/2013 - Plan Reference: 5110967/LP/00/006
   - Location Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/001 REV A
   - Existing Site Plan 2 – Date 20/02/2013 - Plan Reference: 5110967/AL/00/002 REV A
   - Proposed Elevations South Plan – Date 20/02/2013 - Plan Reference: 5110967/AE/00/P02 REV B
   - Proposed Elevations East Plan – Date 16/11/2013 - Plan Reference: 5110967/AE/00/P03 REV B
   - Proposed Location Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/003 REV B
   - Proposed Site Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/004 REV B
   - Indicative Landscaping Details Station Square – Date 16/11/2013 - Plan Reference: 5110967/LP/00/004
   - Proposed Sections Sheet 1 – Date 16/11/2013 - Plan Reference: 5110967/AS/00/010 REV B
   - Proposed Concourse Level Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P10 REV B
   - Proposed Sections Sheet 2 – Date 16/11/2013 - Plan Reference: 5110967/AS/00/011 REV B

- Proposed Mezzanine Level Plan– Date 20/02/2013 - Plan Reference: 5110967/AL/00/P11 REV A
- Bridge Level Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/P12 REV A
- Proposed Roof Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/P13 REV A
- Proposed Cycle Parking Roof Plan and Elevations – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P14 REV A
- Transport Mode Overlay – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P15 REV A
- Existing Open Mosaic Habitat - Date received 17/10/2013
- Existing Open Mosaic Habitat Removed- Date received 17/10/2013
- Existing Open Mosaic Habitat Retained - Date received 17/10/2013
- Potential Off-site Mitigation Areas - Date received 17/10/2013

Reason: *To define the permission and to protect the character and appearance of the locality in accordance with policies DP/1, DP/2, DP/3* the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and *policy 3/11 of the Cambridge City Council Local Plan 2006.*

Material Samples

3. No development shall commence until samples of the materials to be used in the construction of the external surfaces, including the hard surfaces such as parking areas of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: *To ensure that the appearance of the external surfaces is appropriate in accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.*

Landscaping

4. No development shall commence until full details of soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. These details shall relate to the entire site, including details of improvements to the western boundary of the site. Details shall include;

Finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written

specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

Reason: *In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 3/11 and 4/4 of the Cambridge City Council Local Plan 2006.*

Sustainability

5. No development shall commence until a renewable energy statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources. The statement shall include the total predicted energy requirements of the development and shall set out a schedule of proposed on-site renewable energy technologies, their respective energy contributions, location, design and a maintenance programme. The approved renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the Local Planning Authority.

Reason: *In the interests of reducing carbon dioxide emissions in accordance with policies DP/1, NE/1 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/16 of the Cambridge City Local Plan 2006 and Supplementary Planning Document Sustainable Design & Construction 2007.*

Signage

6. No development shall commence until a signage strategy has been submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of signs including direction signage, building signage and electronic notices that are required as part of the approved development. Signage on site shall be constructed in accordance with the approved details.

Reason: *To provide attractive, direct and safe walking and cycling routes within the development connecting key destinations. In accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.*

Lighting

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

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

Reason: *To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with policy NE/14 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 4/15 of the Cambridge City Council Local Plan 2006.*

Ecology

8. Construction Environmental Management plan (Biodiversity)

No development shall commence (including demolition, groundworks, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include the following.

a) Risk assessment of potentially damaging construction activities.
b) Identification of "biodiversity protection zones".
c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
d) The location, timing and minimisation of sensitive works to avoid harm to biodiversity features.

e) The times during construction when specialist ecologists need to be present on site to oversee works.
f) Responsible persons and lines of communication.
g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person.
h) Use of protective fences, exclusive barriers and warning signs.

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

Reason: *To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and polices 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

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

No development shall commence until an ecological design strategy (EDS) addressing mitigation, compensation, enhancements and restoration for protected species (common reptiles, breeding birds), invertebrates, open mosaic habitat and other habitats (e.g. trees) and eradication of Schedule 9 species (e.g. Japanese Knotweed) has been submitted to and approved in writing by the Local Planning Authority.

The EDS shall include the following.

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

The EDS shall include off-site compensation measures.

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

Reason: *To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and polices 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

10. Landscape and Ecological Management Plan

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

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

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

Reason: *To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and polices 4/3, 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

11. Other detailed strategies

No development shall commence until a detailed landscape scheme has been submitted to and approved in writing by the local Planning Authority. The landscape scheme shall be sensitively design for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP). In particular, the

landscape scheme shall seek expert advice from an entomological specialist. The scheme shall be implemented in full in the first planting season following the commencement of construction unless otherwise agreed by the Local Planning Authority.

Reason: *To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and polices 4/3, 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

Contaminated Land

12. Unless otherwise agreed in writing by the Local Planning Authority no development shall commence until:

a) The application site has been subject to a detailed desk study and site walkover, which has been submitted to and approved in writing by the Local Planning Authority.

b) Following approval of (a), a detailed scheme for the investigation and recording of contamination and remediation objectives (which have been determined through risk assessment) has been submitted and approved in writing by the Local Planning Authority.

c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

d) The works specified in the remediation method statement have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/18 of the Cambridge City Council Local Plan 2006.*

Water Quality, Flood Risk and Drainage

13. No development shall commence until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each has been submitted to and approved in writing by the Local Planning Authority:

a) A preliminary risk assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to the risk of all receptors that may be affected, including those off site.

c) The results of the site investigation and detailed quantitative risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of Local Planning Authority. The scheme shall be implemented as approved.

Reason. *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

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

Reason: *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection*

(GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.

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

Reason: *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

16. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall demonstrate that the surface water run-off generated up to and including the critical storm event (inclusive of climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The submitted scheme shall also specifically relate to the protection of groundwater and include a management plan. The approved scheme shall be implemented in full prior to the bringing into use of the approved development.

Reason*:To ensure a satisfactory method of surface water drainage, to ensure future maintenance of the surface water drainage system, to prevent the increased risk of flooding on site and/or elsewhere, and to protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) in line with the National Planning policy Framework (paragraph 109) and the Environment Agency's Groundwater Protection (GP3:2012) position statements G1 to G13 inclusive, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

Construction Environmental Management Plan

17. No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:

a) Indicative site wide construction and phasing programme.
b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring, location of contractors compound / offices and method of moving materials, building material plant and equipment storage around the site and enforcement.
c) Construction hours.
   i. Construction hours and days for work undertaken within the boundaries of the operational railway
   ii. Construction hours and days for work undertaken within the remainder of the site
d) Delivery times for construction purposes.
e) Outline Waste Management Plan (OWMP).
f) Noise method frequency of maintaining, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
g) Maximum noise mitigation levels for construction equipment, plant and vehicles.
h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
i) Maximum vibration levels.
j) Dust suppression management and wheel washing measures including the deposition of all debris on the highway.
k) Site lighting.
l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
m) Screening and hoarding details.
n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
p) External safety and information signing and notices.
q) Liaison, consultation and publicity arrangements including dedicated points of contact.
r) Consideration of sensitive receptors
s) Prior notice and agreement procedures for works outside agreed limits.
t) Complaints procedures, including complaints response procedures.
u) Membership of the Considerate Contractors Scheme.
v) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on

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

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

Reason: *To avoid unreasonable disturbance to nearby residential properties and to ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of safeguarding / protecting the amenity of nearby residents/occupiers in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

Control of noise from the operation of plant and equipment

18. Unless otherwise agreed in writing by the Local Planning Authority the Rating Level of noise attributable to the operation of plant and equipment associated with the development (excluding the public address system), as defined and assessed in accordance with BS4142:1997, shall not exceed 26dBLAeq,T at the site boundary. Rating levels may be measured directly or derived from a combination of measurement and calculation using propagation corrections. All measurements shall be carried out in accordance with the requirements of BS4142:1997.

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

Control of noise from the station public address system

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

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South*

Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)

Control of noise from the pickup point and eastern platform

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

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

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

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

22. No development shall commence until a Noise Management Plan (NMP) has been submitted to and approved in writing by the Local Planning Authority. The NMP shall include: noise sources; the time, duration, and frequency of noise occurrences; noise control measures; noise levels to be achieved at the boundary of the site; methods to monitor noise and report the findings; reports of mitigation measures undertaken on site; procedures to accept, investigate and resolve noise complaints. The approved plan shall be implemented in full.

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

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

Within 3 months of the first operation of the development an Operational Noise Validation report shall be submitted to the Local Planning Authority to ensure operational noise from the site and all its mechanical plant and equipment comply with the noise impact assessment (as contained in the submitted applicator, noise chapter principles and

amendments) at sensitive receptor locations and any noise / vibration related insulation scheme and or attention / measures related conditions. The assessment shall include and consider all noise mitigation related conditions to cover verification of all noise sources collectively.

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

Odour / Fume:

24. No development shall commence until details of equipment / systems for the purpose of extraction and/or filtration and/or abatement of fumes and or odours has been submitted to and approved in writing by the Local Planning Authority. No development shall commence until the approved schemes have been implemented in full and subject to a programme of maintenance.

Reason: *To protect the health and quality of life / amenity of nearby and future residential premises in accordance with South Cambridgeshire District Council Local Development Framework Development Control Policies DP/3, NE/15.*

Transport and Access

25. The development shall not be occupied until a Travel Plan has been submitted and approved in writing by the Local Planning Authority. The Travel Plan shall include the provision for 'staff welcome packs' and monitoring of cycle and car parking on site.

Reason: *In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

Cycle and Pedestrian Access

26. The development shall not be occupied until details of the footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented including a route to a minimum width of 2.5 metres along Cowley Road.

Reason: *In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

27. The development shall not be occupied until the Busway has been extended to the station and shall include a 4m wide footway/cycleway alongside with connections to Nuffield Road and Moss Bank.

Reason: *In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

28. Prior to the commencement of construction of the access track alongside the Busway within the site details of the access route to the development through Bramblefields LNR has been submitted and approved in writing by the Local Planning Authority footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development .

Reason: *In the interests of highway safety and to mitigate the impact of the use of the link on ecology in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2, TR/4, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/6,4/8, 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

Monitoring

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

Reason: *In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

Traffic Management

30. The development shall not be occupied until a Traffic Management Plan for all modes of transport has been submitted and approved in writing by the Local Planning Authority. The approved plan shall be implemented in full.

Reason: *In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

Archaeology

31. No development shall take place until a programme of archaeological work has been undertaken in accordance with a written scheme of investigation which has been submitted to and approved writing by the Local Planning Authority.

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

Amenity

32. The development shall not be occupied until a Litter Management Plan has been submitted and approved in writing by the Local Planning Authority. The plan shall include details of regular litter picking around the site and the provision of additional litter bins on site considering but not exclusively the station entrance, bus stops and car parking areas, as appropriate, shall be submitted in writing to the Local Planning Authority for approval. The approved plan shall be implemented in full.

Reason: *In the interests of the visual amenities of the locality and to protect the amenities of nearby residential occupiers appropriate in accordance with policies DP/1, DP/2, of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006*

33. Prior to the commencement of construction of the station building and public square a phased scheme for the delivery of public art shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.

Reason: *In the interests of high quality design in accordance with policy SF/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/7 of the Cambridge City Council Local Plan (2006).*

APPENDIX C: CAMBRIDGESHIRE QUALITY PANEL REPORT

CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Cambridge Science Park Station and Interchange

Date: 17th June 2013

Venue: Shire Hall Room 128, Shire Hall, Cambridgeshire County Council, Cambridge

Time: 12:30-16:30 (includes site visit)

Quality Panel Members

Robin Nicholson (Chair)
David Prichard
Canda Smith
George Hazel
Lynne Sullivan
Simon Carne

Panel secretariat and support

Juliet Richardson (Cambridgeshire County Council)
Antony Proietti (Cambridgeshire County Council)
Judit Carballo (Cambridgeshire County Council)

Local Authority Attendees

Tim Watkins (Development Management Officer, Cambridgeshire County Council)
David Atkinson (County Planning, Minerals and Waste Business Manager, Cambridgeshire County Council)
John Pym (Senior Planning Officer, South Cambridgeshire District Council)
Bonnie Kwok (Senior Urban Designer, South Cambridgeshire District Council)
Mike Salter (Transport Assessment Manager, Cambridgeshire County Council)
Sophie Pain (Senior Planning Officer, Cambridge City Council)
Glen Richardson (Head of Urban Design, Cambridge City Council)
Ian Dyer (Lead Engineer Cambridgeshire County Council)

Applicant and Representatives

Chris Poultney (Team Leader-Public Transport Projects, Cambridgeshire County Council)
Stan Doyle (Director, Atkins Global)
Quintin Doyle (Lead Architectural Designer, Atkins Global)
Duncan Whatmore (Urban Designer, Duncan Whatmore Urban Design & Architecture)

1. Scheme description and presentation

Architect/Designer	Atkins Global
Developer	Cambridgeshire County Council
Planning status	Pre-determination

2. Overview

The Cambridge Science Park Station and Interchange application proposes a new railway station, and an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links).

The proposed new railway station development will include a station building with passenger waiting facilities, toilets, a ticket office, retail floor space and amenity space. The development will also include two main line platforms and a bay platform with a footbridge (with lift) providing access over the main lines and operational sidings from the station building to the platforms. Other aspects to the development include car parking (approximately 450 spaces) and cycle parking, hard and soft landscaping and vehicular access from Cowley Road.

The development seeks to create an interchange facility providing access onto the wider public transport network. Chesterton Interchange will enable travellers to switch between all modes with access for pedestrians and cyclists, bus users, car drivers and passengers, and heavy rail users. The interchange will be linked into the existing guided 'Busway' network by a short length of new bus route to implement a longer section of busway, which has planning permission, but not yet built. As confirmed by Mark Prisk, Minister for Housing, the Government recognises the important role the creation of the new Cambridge Science Park Station will play in serving the development of Northstowe.

The site covers approximately 13 hectares and it is located within the ward of Milton. To the north of the proposed site lies industrial development on Cowley Road; former railway engineering depot sidings, an operational aggregates rail terminal and Cambridge Sewage Works. To the east of the site is the main West

Anglia main railway, and beyond the railway line gypsy and travellers' sites and land in industrial uses off Fen Road. To the west of the site is the St Johns Business Park and to the south of the site are the Nuffield Road allotments / Bramblefields Local Nature Reserve and wider residential area of East Chesterton.

An Area Action Plan (APP) is currently being prepared, which will consider holistically the longer term development proposals for the Station and wider, surrounding area. South Cambridgeshire District Council and Cambridge City Council will be consulting on the AAP during the summer.

3. Cambridgeshire Quality Panel views

Introduction

The Panel were pleased to see the scheme at the pre-determination stage and welcomed the intention for the proposals to form part of a wider development area. The Panel considered this to be both an exciting and important scheme which had huge potential in terms of transport but also wider implications in terms of setting a high standard for the regeneration of this part of the city.

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter.

Community

The Panels comments on the community aspects of the scheme principally covered the site in relation to the wider area. The Panel noted that given the links to the main business centres to the north of the City the area has the potential to expand from being just a station to containing facilities for the wider community. The Panel therefore questioned whether the station was of the right size with the right level of facilities, and planned opportunities for expansion.

Given the importance of the wider context the Panel welcomed that an Area Action Plan (AAP) was being developed for the wider area and that this process

was being led by the local authorities, working collaboratively together to develop a shared vision.

The Panel considered that the AAP needs to envisage and anticipate how the site and wider area may evolve and highlight the tensions that may arise (e.g. the likely increase in land value to the east of the railway line). Currently there is a large number of Gypsy and Travellers' pitches located the east of the proposed railway station. Concerns over amenity issues such as the impact of noise and visual amenity on the nearby Gypsy and Traveller community were raised by SCDC officers at the meeting. Given the significant implications and pressures on the land to the east of the railway line, the Panel considered that this area should be included in any development proposals and assessment.

The Panel acknowledged the problems that smells from the sewage treatment works could cause to the site and looked forward to the modernisation of the facility.

Connectivity

The Panel welcomed the proximity of the station to a number of key business areas in Cambridge, such as the Science Park, Business Park and St Johns Innovation Centre; and residential neighbourhoods such us Fen Ditton and Chesterton. Proximity to these areas gives a good opportunity for the site to maximise access to the station by sustainable modes of transport. The Panel also welcomed the potential for future railway connections with London, Ely, King's Ling and Birmingham.

However, the Panel considered that not enough work had been undertaken on where people were coming from and the links into the site, particularly from key areas such as the Science Park and from the south west of the site. They questioned whether this work has been done and if so how it can be best represented.

The Panel had concerns regarding the circulation of users and access across the site. For example:

- Bus stop – clarity required as to whether cyclists and buses were coming down the same road;
- Potential conflict between cyclists coming from the north and pedestrians using the 'square';
- Taxis and private cars – are they going to use the same drop-off point? If so need to make sure that enough space is provided to allow the traffic to move smoothly.
- Are there any plans to slow down specific users, using the landscape, when they are arriving at the train station?
- Concerns were raised over the lack of escalators in this large-scale railway station, as the proposals only include lifts, and how this could impact on accessibility within the station building and the platforms.

The Panel recommended that analysis is carried out, as part of the application, to provide details of; where people are coming from (and how), how they move around the site and the areas of potential conflict are minimised, and how these elements may change over time.

The Panel queried the nature of the bike storage and how it was going to be delivered. In particular the Panel questioned whether the bike sheds would incorporate double-stacking bike storage.

Character

The Panel highlighted the significance of the scheme as a 'gateway' to Cambridge. For a number of people this will be their first impression of Cambridge and this part of the city. As such the character of the area is of great importance. However, the Panel considered that currently the scheme has not captured the magic of arriving in Cambridge. There needs to be more work undertaken on this aspect and a greater reference in the design to the local Cambridge and Science Park context reflected in the scheme (in terms of architecture and landscape).

The Panel liked a number of elements of the scheme design (including PVs on roof of cycle shed, links to history through the Game of Life proposals), but needed to know more regarding the evolution of the design process and what has shaped the design of the building.

The Panel noted that there was very little information provided on the inside of the building and challenged whether the experience/journey from departing a train to arriving outside the station building could be explained. This simple journey through the building needs to be celebrated.

The Panel acknowledged the functionality of the building design but considered the architecture to be quite stiff and uninspiring. The design work needs to reflect that the new station belongs to the 21st century. In particular the Panel considered that the site and building should be built to last and be able to evolve in the future. Considerations of future expansion are essential (e.g. leave room for future inclusion of an escalator rather than just lifts and stairs) and the Panel thought that the nature of the building design as it is could be problematic when designing future capacity.

The quality of the architecture helps define the space. The Panel considered that the outside areas need more enclosure as places are usually defined by their edges.

The design of the landscape elements of the site are critical and it is important that the landscape character matches the architecture in terms of it being logical, robust and maintainable. However, the Panel considered that the current geometry was wrong and that there were areas of land which will become eroded away due to people's desire lines. The Panel recommended that the landscape proposals were simplified in order to provide an improved design.

The Panel suggested that fun elements needed to be added to the proposals to make it a pleasurable experience. These could be small elements (e.g. levers at Boston station were used as an example) which add a sense of fun to the experience and at a low cost. In particular the Panel were interested in regards to what could be accommodated within the space at the front of the building which can help transform it into a 'place' e.g. innovative use of ticketing at the front of the building or replication of Game of Life design on pavement. There is

opportunity for hi-tech elements given the link to the neighbouring Science Park. These elements, which have the potential to be incorporated into art projects for the scheme, need to be investigated further.

Other comments that the Panel had on the character aspects of the scheme are as follows:

- Too much emphasis on the stair views, which needs to be illustrated;
- The proposed bridge between platforms should be more than just a link and the architecture (and structure) of this element of the scheme needs to be improved e.g. because this element terminates a vista;
- Question whether public toilets are located before entering the platforms?
- Is there protection/enclosure provided from those moving from the building to the bus stops?
- The Panel welcomed the incorporation of the 'Game of Life. However, need to ensure that it is made to work for the scheme rather than being controlled by it.
- How is the name of the scheme (Cambridge Science Park Station) reflected and represented? Links to signage/logo. How does this relate to the Science Park image?
- Less concern by 3-storey size of building or the impact on the land to the east.

Climate

The Panel highlighted the importance of long life design and questioned whether the Station was self-sufficient in terms of energy use, and if not why? The Panel suggested that a clear, visual reminder of energy consumption would help focus attention as to how much energy was being used, which could be innovatively presented with possible links to public art proposals on site.

The Panel commented on the use of swales, which as well as providing sustainability benefits can also help provide landscape character.

4. Conclusion

The Panel acknowledged that this is a fantastic and intriguing project which is a huge opportunity to develop something important, that can be one of the Cambridge landmarks and gateway into the city. But it needs to be excellent to achieve this.

However, the Panel noted that the current designs do not yet show this. The design needs to improve to elevate the scheme about a normal train station, with the Panel believing that it would not be too onerous to make improvements to the design quality that would quite dramatically alter and improve the development.

The key issues raised by the Panel are highlighted below (these replicate the comments made in the main body of the report, further details of which can be found above):

- The station area needs to retain the ability to expand in the future and provide a range of community facilities;
- Good location in relation to key business and residential areas. However, further work required on links to the site, where people are coming from, and how this may change in the future;
- Concerns regarding circulation of users and access within the site; there are a number of areas of potential conflict. Further analysis required on this aspect;
- Greater reference and connection to local Cambridge and Science Park context within design of the scheme;
- More information required on design process;
- More information required on internal building design and the 'journeys' of those using the facility, demonstrating how the station design, e.g. through architectural language, built form, materials, etc., would help create a memorable experience for visitors;
- Design of building needs to improve (currently quite stiff and uninspiring) and reflect status as new station belonging to the 21st century;

- Station building needs to be built to last and be able to evolve and expand in the future (e.g. include enough space to introduce escalators if needed in the future);

- Outside areas need more sense of enclosure (places often being defined by their edges);

- Landscape design needs to be re-considered and simplified (designed around desire lines);

- Include 'fun' elements and make it a pleasurable experience (opportunity to link with hi-tech nature Science Park/incorporate as part of public art proposals). In particular, opportunity to use space in front of the buildings;

- Importance of long life design and self-sufficiency – visual reminder of energy use;

- Use of swales – no details. Important both in terms of sustainability and providing landscape character.

The Panel appreciated that a number of these elements may have already been undertaken; however, the presentation didn't fully cover all the aspects of the scheme.

The Panel considered that the importance of the scheme demands that the changes highlighted above are made and further work is undertaken.

The Panel noted that although this review was for the Station scheme it had a wider context and forms a larger area of development. The long term future implications need to be considered now to avoid creating any tensions and issues, which in the future become showstoppers. The Local Authorities need to be taking the lead in the long-term planning proposals for the wider area.

The Panel therefore welcomed the news that an AAP was going to be developed for the wider area and that Cambridge City Council and South Cambridgeshire District Council are working in partnership to develop this document. However, notwithstanding the concerns raised by the LPA regarding the existing use of land as gypsy and traveller sites (one of area's most significantly deprived

populations), the Panel suggested that the land to the east side of the railway line is included within any plans.

The Panel considered that the AAP needs to envisage and anticipate how the site and wider area may evolve and the tensions that may arise (e.g. with land to the east of the railway line). In the wider context the AAP will provide more direction of what type of place we would like to live in. Given the potential pressure on land to the east of the railway, now is the time to be considering the issues in regards to the wider area.

The Panel recognised that the area is going to be very popular once the Station is built, and the properties and surrounding land will increase in value. The Panel questioned whether there is any opportunity to capture this value to help fund further improvements to the area (e.g. relocation of sewage treatment works).

The Panel would welcome seeing the plans again, at a later stage, as part of the iterative design process. Ongoing Panel input is important and will help to refine and develop the proposals. The Panel would also encourage being consulted on the draft AAP for the area, in order to help ensure that the quality for the wider area is embedded as early as possible.

APPENDIX D: PLANNING APPLICATION DOCUMENTS

- Tree Report 2013
- Construction Environmental Management Plan - Date April 2013
- Decomissioning Management Plan - Date March 2013
- Report into the Findings of Extended Phase 1 Habitat Survey and Protected Species Scoping Exercise - Date May 2013
- Report into the findings of an extended Phase 1 Habitat Survey
- and Protected Species scoping exercise of land at Chesterton Sidings, Cambridge – Date 2012
- Report into the Findings of Species Specific Surveys – Date May 2012
- Report into the findings of species specific surveys of land at Chesterton Sidings, Cambridge – Date 2012
- Planning Statement – Date June 2013
- Bramblefields Management Plan – Date 2003 to 2013
- Chapter Headings for Ecological Management Plan – Date February 2013
- Ground Investigation Report and Land Contamination Assessment - Date March 2013
- Archaeological Desk Based Assessment and Watching Brief – Date July 2013
- Landscape and Visual Impact – No date supplied
- Landscape and Visual Impact, Written Response from CCiC on Proposed Viewpoints – Date February 2013
- Lighting Observatory Map – Date April 2013
- Transport Statement – Date April 2013
- Site Waste Management Plan – No date supplied
- Car and Cycle Parks Management Plan – Date March 2013
- Design and Access Statement – Date April 2013
- Environmental Statement Main – Date April 2013
- Health Impact Assessment – Date June 2013
- Utilities Assessment Main – Date March 2013
- External Lighting Layout – Date April 2013 - Plan Reference: 5110967/EL/1001/63/C
- Statement of Community Involvement – Date March 2013
- Supplementary Phase 1 and Botanical Survey: Cambridge Science Park Station within the proposed Station Interchange Area – Date stamped received 17/10/2013
- Cambridge Science Park Station and Interchange Supplementary
- Invertebrate Survey – Date stamped received 17/10/2013
- Cambridge Science Park Station and Interchange Supplementary
- Bat Activity Survey – Date stamped received 17/10/2013
- Supplementary Phase 1 Survey Nuffield Road access land for the
- Cambridge Science Park Station Interchange – Date stamped received 17/10/2013
- Effects on Population – Noise and Vibration – Date stamped received 17/10/2013
- Lighting – Date stamped received 17/10/2013
- Design and Access Statement Addendum – Date stamped received 17/10/2013

- Photovoltaic Orientation Plan – Date stamped received 17/10/2013
- Additional Transport Data – Date stamped received 17/10/2013
- Post Planning Submission Report – Date stamped received 17/10/2013
- Illustrative Cowley Road Proposal – Date stamped received 17/10/2013
- RECAP Cambridge Science Park – Date stamped received 17/10/2013
- Energy Use – Date stamped received 17/10/2013

Plans

- Landscape/Ecology Mitigation Plan – Date 20/02/2013 - Plan Reference: 5110967/LP/00/001
- Landscape/Ecology Mitigation Plan - Station (southern end) & Interchange Area – Date 20/02/2013 - Plan Reference: 5110967/LP/00/002
- Landscape/Ecology Mitigation Plan - Cowley Road ETC. – Date 20/02/2013 - Plan Reference: 5110967/LP/00/003
- Landscape Sections Sheet 1 of 2 – Date 20/02/2013 - Plan Reference: 5110967/LP/00/005
- Landscape Sections Sheet 2 of 2 – Date 20/02/2013 - Plan Reference: 5110967/LP/00/006
- Location Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/001 REV A
- Existing Site Plan 2 – Date 20/02/2013 - Plan Reference: 5110967/AL/00/002 REV A
- Proposed Elevations South Plan – Date 20/02/2013 - Plan Reference: 5110967/AE/00/P02 REV B
- Proposed Elevations East Plan – Date 16/11/2013 - Plan Reference: 5110967/AE/00/P03 REV B
- Proposed Location Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/003 REV B
- Proposed Site Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/004 REV B
- Indicative Landscaping Details Station Square – Date 16/11/2013 - Plan Reference: 5110967/LP/00/004
- Proposed Sections Sheet 1 – Date 16/11/2013 - Plan Reference: 5110967/AS/00/010 REV B
- Proposed Concourse Level Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P10 REV B
- Proposed Sections Sheet 2 – Date 16/11/2013 - Plan Reference: 5110967/AS/00/011 REV B
- Proposed Mezzanine Level Plan– Date 20/02/2013 - Plan Reference: 5110967/AL/00/P11 REV A
- Bridge Level Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/P12 REV A
- Proposed Roof Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/P13 REV A
- Proposed Cycle Parking Roof Plan and Elevations – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P14 REV A
- Transport Mode Overlay – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P15 REV A
- Existing Open Mosaic Habitat - Date received 17/10/2013

- Existing Open Mosaic Habitat Removed- Date received 17/10/2013
- Existing Open Mosaic Habitat Retained - Date received 17/10/2013
- Potential Off-site Mitigation Areas - Date received 17/10/2013