

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 19 August 2015

<i>Application Number</i>	S/1236/15/FL	<i>Agenda Item</i>	
Date Received	15 th May 2015	Officer	Katie Parry
Target Date	20 th August 2015		
Parishes/Wards	Milton Parish Council, Horningsea Parish Council and Fen Ditton Parish Council		
Site	Land at Chesterton Sidings, Cowley Road, Cambridge		
Proposal	Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line. .		
Applicant	Ms Katherine Scott, Network Rail Infrastructure Limited		
Recommendation	Approval		
Application Type	Major	Departure:	No

<i>Application Number</i>	15/0994/FUL	<i>Agenda Item</i>	
Date Received	15 th May 2015	Officer	Thomas Webster
Target Date	20 th August 2015		
Parishes/Wards	East Chesterton		
Site	Land at Chesterton Sidings, Cowley Road, Cambridge		
Proposal	Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line. University of Cambridge		

Applicant Ms Katherine Scott, Network Rail Infrastructure Limited

Recommendation Approval

Application Type Major

Departure: No

The above applications are 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

Contents

	Section
Introduction	1.0
Site Description/Area Context	2.0
The Proposal	3.0
Relevant Site History	4.0
Publicity	5.0
Planning Policy	7.0
Internal and External Consultations	8.0
Neighbour Representations Summary	9.0
Assessment	10.0
1. Amendments to the extant permission	11.0
2. Principle of the development	12.0
3. Environmental Impact Assessment	13.0
4. Walking and cycling routes	14.0
5. Transport and Access	15.0
6. Car parking provision	16.0
7. Cycle parking provision	17.0
8. Bus Service	18.0
9. Design, layout and materials	19.0
10. Landscape and visual impact	20.0
11. Ecology	21.0
12. Access Officer comments	22.0
13. Noise, vibration and air quality	23.0
14. Lighting	24.0
15. Drainage	25.0
16. Sustainability	26.0
17. Archaeology	27.0
18. Public Art	28.0
19. Conditions	29.0
Conclusion	31.0
Recommendation	32.0

APPENDICES

Ref	Title
A	Local Planning Policies
B	Draft Planning conditions – S/1236/15/FL
C	Draft Planning conditions – 15/0994/FUL
D	Plans and Images
E	Extant Planning Obligations
F	Cambridgeshire Quality Panel Report

1.0 INTRODUCTION

- 1.1 Members of the Joint Development Control Committee (JDCC) considered an application for the new station at this location in December 2013. The extant permission was approved in July 2014 upon completion of the Section 106 Agreement. The County Council was the applicant for the extant permission and therefore the previous application was made under Regulation 3 of the Town and Country Planning General Regulations 1992.
- 1.2 For S/1236/15/FL and 15/0994/FUL the applicant is Network Rail. The scheme is largely unchanged from that considered and approved by members previously. The differences are:
- The platform length has been reduced from 270m to 254m due to a change in rail strategy.
 - The canopies length has been reduced from 80m to 40m
- 1.3 Carter Jonas (at the time acting on behalf of Cambridgeshire County Council) requested an EIA Screening Opinion (response issued 14.05.13) and an EIA Scoping Opinion (response issued 18.12.12). 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 applications accompanied by an Environmental Statement were submitted on 15th May 2015 to both South Cambridgeshire District Council and Cambridge City Council, the applications were subsequently validated on 21st May 2015.

2.0 SITE DESCRIPTION/AREA CONTEXT

- 2.1 The planning applications seek approval for the location of the development proposal largely within the SCDC Parish of Milton, but with a small part lying within the City ward of East Chesterton, which is the reason why two planning applications have been submitted, but for the single proposal. To the north of the proposed site lies industrial development on Cowley Road, former railway engineering depot sidings, another operational aggregates rail terminal and Cambridge Sewage Works. To the east of the site is the main West Anglia main line railway flanked by primarily single storey residential development and land in industrial uses accessed off Fen Road, East Chesterton. To the west of the site is the St Johns Business Park and to the south of the site are the Nuffield Road allotments / Bramblefields Local Nature Reserve and wider residential area of East Chesterton.
- 2.2 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.

- 2.3 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.
- 2.4 The proposed site lies within in Flood Zone 1 and approximately 400 metres from Flood Zone 2 and 3.

3.0 THE PROPOSAL

- 3.1 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 Secretary of State 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.
- 3.2 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 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.
- 3.3 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 254 metres in length with 40 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.

- 3.4 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.
- 3.5 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 the car park and to the north of the station building is the taxi rank and a passenger pick up / drop off point.
- 3.6 The proposed development will use photo voltaic panels to deliver 10% of the station building's total energy requirements.
- 3.7 As part of the submission the applicants are seeking to deal with some of the pre-commencement conditions in order to reduce the number of conditions recommended on the application. The following information has been submitted in respect of the following pre-commencement conditions from the Extant permission:
 - 3.7.1 Condition 8 – Construction Environmental Management Plan (Biodiversity)
 - 3.7.2 Condition 9 – Ecological Design Strategy
 - 3.7.3 Condition 11 – Contaminated Land
 - 3.7.4 Condition 12 – Water Quality, Flood Risk and Drainage
 - 3.7.5 Condition 15 – Drainage
 - 3.7.6 Condition 16 – Construction Environmental Management Plan.
 - 3.7.7 Condition 25 – Noise Management Plan (submitted 23rd July)
 - 3.7.8 Condition 25 – Cowley Road Cycle Route – Discharge under C/0500/13/CC, information resubmitted under S/1236/15/FL and 15/0994/FUL
- 3.8 Additional information was submitted following consultee responses from the first round of consultation.

4.0 RELEVANT SITE HISTORY

- 4.1 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.

- 4.2 C/0500/13/CC – Extant permission made under Regulation 3 as set out above.

5.0 PUBLICITY

Pre-submission publicity

- 5.1 As the site benefits from an extant permission, extensive pre-submission consultation was undertaken by the previous applicants, Cambridgeshire County Council. The County Council undertook pre-submission consultation with key stakeholders, business and the local community. This included press releases, public exhibitions and letters.
- 5.2 The development proposal was presented to the Cambridgeshire Quality Panel on 17th June 2013 see Appendix F. The current application has not been reported back to the Panel for consideration, given the limited amount of changes to the original approved scheme.
- 5.3 The current application has benefited from 2 rounds of consultation, the first notified everyone who commented on the extant County application C/0500/13/CC. The second round of consultation was more focused as amendments were submitted to respond to particular comments raised through the first consultation.

6.0 Planning application publicity

- 6.1 The submitted application has been the subject of extensive consultation and publicity. Local consultation letters, statutory press notices and site notices. Copies of the planning application and accompanying documentation were made available for public inspection at South Cambridgeshire Hall, Cambourne and Mandela House, Cambridge.
- 6.2 In addition to the consultation that has taken place on the current application that is before members for determination, the previous extant permission was consulted on widely including manned public exhibitions of the previous proposals which enabled members of the business and local community to examine the proposals together

with the opportunity to respond to them.

Press Advertisement: Yes
Local Residents / Business Yes
Site Notices (10) Displayed: Yes

7.0 PLANNING POLICY SUMMARY

7.1 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.

7.2 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a national planning practice guidance web-based resource. This was accompanied by a written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when this site was launched.

7.3 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.

7.4 Emerging Planning Policy

Both Cambridge City Council and South Cambridgeshire District Council have submitted their draft submission Local Plans. Which are currently being examined by Laura Graham on behalf of the Secretary of State. Both local planning authorities have included in their draft plans an intention to produce an Area Action Plan (AAP) to guide re-development of land within the Cambridge Northern Fringe East Area within which the proposed development is situated. The consultation on the Issues and Options Report closed on 2 February 2015. The AAP is still under preparation; however it will establish the quantum of development, site capacity, viability, time scales and phasing of development within the action plan area. Once adopted,

this will form part of the Development Plan for both South Cambridgeshire District Council and Cambridge City Council.

8.0 EXTERNAL AND INTERNAL CONSULTATIONS

The views of the consultees are summarised as follows:

SCDC - Environmental Health

- 8.1 Having considered all the application submissions EHO raise no objection in principle to the proposed development.
- 8.2 Noise and Vibration – any demolition / construction noise and residual operational noise associated with the proposed development should not give rise to significant adverse impact on the health and quality of life of existing residential premises and any other adverse noise impact can be minimized, providing proposed specific noise mitigation measures and controls for various noise activities / sources are approved and implemented in full by the imposition of conditions.
- 8.3 The CEMP submitted as part of the application is not considered sufficient to negate the need for the condition and therefore the same or similar condition as imposed on the extant permission should remain and be imposed if planning permission is granted.
- 8.4 Operational Noise Impacts – Recommends noise insulation scheme and attenuation / mitigation conditions are imposed for approval to ensure that any operational noise is mitigated and reduced to avoid significant adverse impact on the health and quality of life of existing residential premises arising as a result of the proposed new development and otherwise minimize any potential future intensification in station interchange use.
- 8.5 Air Quality – awaiting comments
- 8.6 Odour control - Odour / fume condition attached to the extant permission remains relevant and should be retained and imposed if planning permission is granted.
- 8.7 Artificial lighting – proposals acceptable in principle – recommended securing detailed artificial lighting design and impact mitigation by condition. Based on the requirements of a scoping opinion, EIA regulations and submissions it is considered that sufficient light assessment and information has been provided to allow the determination of the application with appropriate conditions requiring

approval for detailed lighting design, on the basis that the new station interchange will be part of the national rail network and will fall within the authority of Network Rail. Agreed with the ES conclusion that artificial lighting proposed within the Development, subject to approval of detailed design and mitigation as appropriate, is unlikely to result in material harm to the receptors within or surrounding the Site, and is therefore in accordance with Paragraph 125 NPPF, Cambridge City Council policies 3/4, 3/11, 3/12, 4/13, 4/15 and South Cambridgeshire District Council policies DP/1, DP/2, DP/3 and NE/14. Artificial lighting scheme and significance of impact assessment condition requested.

- 8.8 Contaminated Land – recommended to secure investigation and remediation as necessary by condition. Additional information has been submitted in relation to extant condition 11. The information submitted is sufficient to comply with section a), for sections b), c) and d) cannot be agreed as additional information is required. If this additional information and assessment is not available prior to the determination of any planning permission the extant condition 11 is necessary and should be imposed as prior to commencement.
- 8.9 Litter bin / street furniture – proposals are acceptable, secure management / details by condition. It is understood that for safety and security reasons litter bins may not be provided in and around the station or at the bus stop or car parking areas. If this is the case then litter management plan should be required by condition.
- 8.10 Public / staff toilet provision and staff welfare facilities – the toilet provision is in accordance with Table 5 of BS6465: Part 1 based on approximately 3000 passenger journeys across one day and an assumed peak flow of passengers of 1000 journeys.
- 8.11 EHO Conclusion – The final revised Environmental Statement is acceptable. Having considered all the application submissions we have no objection in principles to the proposed development subject to the recommended conditions being imposed if permission is granted.
- 8.12 The amendments submitted July 2015 do not change the previous comments from EHO.
- 8.13 Comments on Noise Management Plan submitted 23 July 2015. The submission contains some useful information but is lacking sufficient detail in a number of respects and concerns and is therefore currently unacceptable. Recommended that the condition from the extant permission is imposed, if planning permission is granted, to secure a Noise Management Plan.

Urban Design

- 8.14 The proposals are considered to comply with section 7 of the NPPF (2012) and DP/2 of the South Cambridgeshire District Council Development Control Policies DPD (“007). Officers support the application in urban design terms. In the event the application is approved, officers recommend that conditions be attached to address the following:
- All building materials: including the erection of a sample concrete screen panel on site prior to construction to enable consideration of finishes, RAL colours, etc.
 - Landscape: including hard and soft landscaping, for all areas as well as for highway / road surfaces, walking routes, etc.
 - Landscape: including provision of lighting to be used and details on form and location of support systems, overhead wiring, etc.
 - Signage: including directional signage, building signage and any electronic notices etc.

Landscape

- 8.15 There are no detailed soft or hard landscape plans available to make an assessment of the landscape design, and very limited design and materials specifications.
- 8.16 Details of planting and hard materials – layout and planting design, landscape materials and sundries, hard materials and landscape structures, landscape specifications, aftercare and management specifications, landscape implementation etc - should be secured by planning conditions covering the whole or agreed phased sections of the site.

Ecology

- 8.17 No objection to the proposed development following amendments to the Ecology chapter in the Environmental Statement, Construction Environmental Management Plan (Biodiversity) and Ecological Design Strategy. Whilst there are still some ambiguities within the submitted documents the recent submission of amendments has improved the situation and updated the mitigation to a point where it is considered acceptable subject to the imposition of conditions similar to those proposed on the extant permission.

EHO – Public Health Specialist

- 8.18 Following a review of the application using the HIA Review Package checklist contained in Appendix 3, the Health Impact assessment submitted has been assessed as grade B. Grade B meets the required standard of the HIA SPD policy.

Drainage

- 8.19 Following the submission of amendments to the application the development proposed is acceptable. The total allowable discharge from the non-permeable parts of the site is 2l/s/ha is acceptable. The information submitted in relation to extant condition 15 is not acceptable and therefore it is recommended that the condition is included on any new permission.

Cambridge City Council:

Walking and Cycling Officer

- 8.20 Supportive of the principals for the new station. The scheme has the potential to provide high quality cycle and pedestrian links and new connections through the site. The minimum 2.5m proposed for the Cowley Road, Nuffield Road and Moss Bank cycle and pedestrian links do not match the description of the infrastructure being high quality, wide, and above standard as set out in the Transport Assessment and Technical Note. The minimum for a shared path as set out in national guidance is 3m and a high quality route for significant levels of users should be 5m wide with segregation between modes. Providing high quality links at the outset will reduce conflicts that are experienced between cyclists and pedestrians. 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.
- 8.21 An obvious solution to this would be to use the disused railway track (owned by Network Rail) to the south west of Cowley Road. This would provide a practical, accessible and safe route to the station for cyclists and pedestrians. Conditions are recommended to secure this link and the pedestrian and cycle links from Moss Bank and Nuffield Road.
- 8.22 The proposed 1000 covered cycle parking spaces is supported. A management plan should include land to be identified which could be used to increase the amount of cycle parking should there be demand for it in the future. The Management Plan should also include details of dealing with abandoned bicycles. No details of the

layout of the cycle parking to the south of station have been provided. A small area of payable secure parking should be considered to enable users to leave cycles overnight at the station.

- 8.23 A condition is recommended relating to the management plan and layout of the cycle parking.

Access Officer

- 8.24 Single lifts have been placed on each platform; this may prove inadequate at peak times in terms of capacity. Relying on a single mechanical device is very risky. If one lift breaks down the whole station becomes inaccessible. Recommended that each platform has two firefighting lifts. On the extant permission it was agreed that each stair case would have a folding platform lift fitted, that would be stored in a waiting position for use when other lifts fail. at least 5% of the car parking must be for Blue Badge parking and it must be located closest to the entrance. Signage and colour contrast must aid visually impaired people to wayfind. Ticket booth / machines must have heights suitable for wheelchair users and short people and hearing loops. Seating must be of various heights. The staff toilet could double as a 'changing place' standard toilet and be open to the public, it needs to be a little bigger and have a changing bench BS8300 recommends this.

Sustainability

- 8.25 The general approach to sustainable design and construction is welcomed. Further detail is required in relation to carbon calculations as detailed above, which can be dealt with by way of condition encourages the applicant to strive towards achievement of BREEAM 'very good' Condition to submit and gain approval of a renewable energy statement as been requested if planning permission is granted.
- 8.26 Additional comments were received following amendments to the application received in July 2015. Original comments remain, supportive of the overall approach although encourage the applicants to pursue BREEAM 'very good' instead of 'good'.

Environmental Health

- 8.27 Construction Environmental Management Plan – construction and delivery hours have been quoted as 0800-1800hrs Monday to Friday and 0800 – 1300 Saturday. These hours are considered acceptable and are in line with our standard recommended hours. The applicant should be aware that our standard time for construction delivery and collection hours mirror the standard

construction hours.

- 8.28 It is understood that some works will be carried out at night due to track safety. The MEP confirms that Cambridgeshire County Council will be notified at least 3 months in advance of any out of normal hour's works. As this application is to South Cambridgeshire District Council and Cambridge City Council the EHO's and SCDC and Cambridge City Council will also need to be given the same notice. The EMP states that residents who may be significantly impacted by works outside of hours will be given at least 4 weeks' notice. However, only 7 neighbours have been identified in table 6. Discussions will need to be held with SCDC and CCC to identify all potentially impacted receptors.
- 8.29 The Environmental Management Plan, read in conjunction with Section 11.3 of the Environmental Statement, provides the required detail and is therefore satisfactory.
- 8.30 The proposals for the management and monitoring of airborne dust on the site are deemed to be adequate.
- 8.31 Operational Noise – A number of conditions have been recommended to be repeated if this application receives consent. These are:
- Condition 18 – Control of noise from the station public address system
 - Conditions 19, 20, 21 and 22 – Control of noise from the pickup point and eastern platform.
- 8.32 Plant noise – the previous consent contained condition 17 (plant noise assessment) which should be repeated for this application if granted.
- 8.33 Odour Control – As no additional information has been provided in relation to Odour and fumes it is recommended that the pre-commencement odour control condition applied to the extant consent should be attached to this application if consent is to be granted.
- 8.34 Lighting – It is recommended that the lighting condition previously attached to the extant planning consent should be repeated on this application if consent is to be granted.
- 8.35 Contaminated Land – the desktop study dated March 2013 by Atkins is comprehensive and adequately addresses the site background. Previous comments were not addressed, therefore in line with previous comments further investigation is recommended to include:
- Further ground gas monitoring in order to adequately

- characterise the gassing regime on the site and
 - Further ground investigations around areas not previously accessible. On completions of the additional investigation a comprehensive contamination assessment is required to be submitted.
- 8.36 Air Quality – The development proposal as submitted does not provide enough detail on improvements to cycling and walking facilities; they are limited to the immediate area around the site. A comprehensive cycling and walking enhancement plan should be included in the proposal. Recommends air quality condition and informative are added to any subsequent permission.
- 8.37 Licensing – considers insufficient space and arrangements have been provided for taxis. A taxis rank should be provided as part of the application to allow adequate waiting space for vehicles. The station operator should consider appointing a licensed private hire operator to install a facility to take bookings for customers who would then be directed to a specific waiting vehicle; as Hackney Carriages can only operate in the area which issues their licence.
- 8.38 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.

Landscape & Visual Impact

- 8.39 The City Council's landscape officer recommends that landscaping matters be addressed through the imposition of appropriate conditions.

Urban Design

- 8.40 The Urban Designers supports the design of the station. It is recommended that pre commencement condition 3, which requests that materials are submitted to and agreed by the Local Authority, is retained.

Travel Plan

- 8.41 The applicants have submitted information that would form a part of a travel plan. The applicants have, however, withdrawn this information and have recognised that the extant condition requiring them to submit a full travel plan will still need to be discharged. Accordingly, a travel plan condition is recommended.

Other Matters

- 8.42 The Local Planning Authority is of the view that there is a very good opportunity to increase connectivity to the station by converting the old maintenance track, on Network Rail's land which sits below Cowley Road and above Cambridge Business Park, into a cycleway. The advantage of doing this is that it will lead to a reduction in greenhouse gas emissions and congestion, improve safety and widen the transport choice in this part of Cambridge. Therefore, our advice is that this is an option that should be rigorously explored.

Cambridgeshire County Council Highways

- 8.43 The County Council has no objection to the application subject to:
- The Conditions and Obligations that were applied to the previous permission also being applied to this application;
 - The Travel Plan Condition being reworked to better reflect the more detailed proposals set out in the Transport Assessment submitted alongside this application and to clearly make the link with the wider Station Travel Planning project that is underway;
 - The importance of the applicant, working with the transport and planning authorities, to deliver the improved pedestrian / cycling facilities along the maintenance track given that this is within the ownership of the applicant; and
 - The detailed Rights of Way response attached at Annex A being brought to the attention of the applicant.

Flood and Water Management Team

- 8.44 Object to the application the total discharge from the site is 14.2 l/s which is greater than the allowable 2 l/s/ha. The applicant has not demonstrated in the drawings where the permeable paving will be located or the extent of it. The applicant has detailed that maintenance of the site will be undertaken by Network Rail and Cambridgeshire County Council. Documentation needs to be provided to demonstrate CCC's agreement to undertake maintenance. The applicant must also provide a maintenance regime, detailing who will undertake the maintenance of the various features. A safe route of access and egress will need to be

shown from all new units to an area wholly outside the 1 in 100 chance in any year including an allowance for climate change floodplain. Where this cannot be achieved, an emergency flood plan should be agreed with the Local Planning Authority.

- 8.45 Comments were received on 30 July following the submission of amendments. The LLFA consider the application is acceptable as the applicant has demonstrated that surface water can be dealt with on site by using permeable paving, geocellular storage, lagoons and oversized pipes. The development is acceptable subject to the inclusion of planning conditions to secure the following: a surface water drainage scheme to be approved prior to commencement and prior to occupation the completion of a sustainable drainage scheme.

Cambridge Past, Present and Future

- 8.46 Quality of design, it is identical to the previous scheme, it is bulky and blocky and it is unclear how the design will sit within the context of the adjacent neighbourhoods. Would support quality materials and a structure that takes queues from the local vernacular. Connectivity, clear and well-designed connections between neighbourhoods and access is important to ensure way finding as well as visual integration of the site. Landscape and wildlife, previous concerns (on the extant permission) appear to have been mitigated through the detailed documentation included in the application. The council should ensure these measures are implemented. Concern about the impact on Bramblefields Local Nature Reserve from new lighting, hard landscaping and the intrusion from people going and coming to the new railway. Recommend that car parking provision is multi-storey to reduce the amount of tarmac and visual intrusion of cars. Is a designated cycle crossing provided as part of the scheme. Cambridge Past Present and Future support the proposal to reinstate an old rail line and build a new rail station. It is hoped that this will encourage the use of public transport in various forms and reduce the significant impact on the city centre.

Architectural Liaison Officer

- 8.47 Cycle crime – Cycle parking for the Cambridge Busway has seen high levels of crime along the route, concerned that crime at the new station will be problematic at the new station and will be a crime generator. It is noted that CCTV is to be installed covering the cycle parking. This systems needs to be fit for purpose. Clarification

sought on whether the system will be able to be monitored remotely if required. As the cycle parking falls within the jurisdiction of the British Transport Police they should be able to access the system remotely.

- 8.48 The unlit cycle path through the nature Reserve is a concern as it is secluded and unobserved and a risk to public safety.

Department for Communities and Local Government

- 8.49 Acknowledges receipt of ES, not comments to make on the application.

Highways England

- 8.50 Offer no objection.

Wildlife Trust

- 8.51 It is 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 paragraph 6.3 of the invertebrate survey.
 - On-going management of the habitats on site to maintain their interest.
 - Longevity of the proposed mitigation areas.
- 8.52 Suggest a commitment to the installation of green roofs on the station building and cycle storage areas. They are described as green/brown roofs. Biodiverse green roofs would contribute more to potential on-site habitat gains than sedum roofs.
- 8.53 The submitted outline for the proposed Ecological Management Plan (EMP) is not comprehensive. If permission is granted, a condition should clarify that the scope of the EMP is still to be agreed.
- 8.54 A second comment was received from the Wildlife Trust: changes have been made on the ground such that aspects of the application documents may now not be accurate. Concern that the project may not be able to deliver the previously agreed mitigation in particular for invertebrates (as per the Invertebrate Survey which has not been submitted with the application). Should the proposal not be able to deliver the ecological mitigation / enhancements as previously agreed, the Wildlife Trust would object to the current application.
- 8.55 Following amendments to the application the Wildlife Trust

commented on 24th July. The Construction Environmental Management Plan (Biodiversity) is suitable for avoiding and mitigating negative impacts on wildlife during the construction phase and are pleased that it acknowledges the importance of the site for invertebrates. Intentions of the green roof are still unclear, and further details of how it will be established, species used and maintenance should be provided. From the information submitted the Wildlife Trust considers that there is enough information on existing ecological conditions and general outlines of mitigation proposals. Recommend that condition 9 from the extant permission is imposed to ensure that the further detail required in some areas is secured. The Wildlife Trust position remains that it should be possible, should planning permission be granted, for the development to take place without a net loss of biodiversity, if suitable long-term management of the habitats / mitigation areas is guaranteed.

Natural England.

- 8.56 Raise no objection; the proposal is unlikely to affect any statutorily protected sites or landscapes.

Historic England

- 8.57 The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Environment Agency

- 8.58 Object to the application as submitted and recommend refusal for the following reasons. The ES states that the surface water runoff is limited to 2l/s/ha, as the site is 3.836ha, the total allowable discharge from the site would be 7.7l/s. Table 14.7 of the ES includes proposed discharge rates of 7l/s from catchment 1 into the first public drain and 7.1.l/s into the River Cam. EA are concerned that the discharge from the site has been double counted. Following amendments to the scheme the EA have confirmed that the development is acceptable subject to conditions imposed as set out below.
- 8.59 Comments received on extant conditions. Conditions 8 and 9 – details are acceptable in principle subject to including informatives relating to harmful weeds and invasive, non-native plants and preventing them from spreading. Condition 11 – unable to recommend the discharge of this condition as a Detailed Quantitative Risk Assessment is required. This is to demonstrate that the surface water quality is not compromised in the future by the contaminants on site. Condition 12 the water quality element is satisfactory. Condition 15 we are unable to recommend the

discharge of this condition for the reasons highlight under our objection.

Anglian Water

- 8.60 Foul Sewerage Network – Development will lead to an unacceptable risk of flooding downstream. A drainage strategy will need to be prepared in consultation with Anglian Water to determine mitigation measures.
- 8.61 Trade effluent; the application includes employment / commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires consent. Informative requested, if planning permission granted.

Cambridgeshire Fire and Rescue Service

- 8.62 Should the application be granted the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 Agreement or a planning condition.

Railfuture

- 8.63 Concern regarding the reduced length of canopies on the platforms; consider that the canopies should cover the length of 8 carriages on each of the three platforms. Supports the rationale of the building of this railway station; it will support the wider Cambridgeshire economy. Questions the capacity of the rail-side capacity of the new station, if it is to serve future needs of Cambridge it must have the future capacity to do so. The 'down' through (that is the northbound) platform is signalled as bi-directional to enable the reversing of trains at it and that the 'bay' platform line is extended northwards and split into two 12 car sidings (or 1 siding with a crossover from the 'down' through) that would enable trains that are out of service to be parked away from the platform. Suggested layouts were provided.

Abellio Greater Anglia

- 8.64 Object to the application on the following grounds. Impacts for the station layout on train service planning. This is primarily because the bay platform for trains terminating from the south is located to the west of the main lines. This could impact on the performance of the service and capacity of the route. Distance of the platforms from key facilities in the main station building. The length of the footbridge span means that certain facilities for customers should be replicated on the platforms. Primarily these include toilets and a heated waiting room. A reduction to the length of platform canopies, this can lead to overcrowding of certain parts of the train and unscheduled delays caused by longer boarding times. Recommend canopies are at least restored to the length specified in the previous application. Concerned that the car park will not be managed by the operator and Network Rail will retain control. Design of cycle parking, the proposal provides for 1000 cycle parking spaces in two cover areas using Sheffield

stands. Believe the design of the facility is inadequate because; it does not provide the range of cycle parking facilities, no facility for a secure compound for cycle storage, no facility for of gauge or disable cyclists, no provision for cycle hire or maintenance and the layout of the cycle parking appears to preclude future expansion.

Indigo Planning – on behalf of the Crown Estate

- 8.65 Access to the Business Park, current application pending consideration by Cambridge city Council for access points from the bus park to link to the Station. Requested a condition to secure a pedestrian and cycle link from the business park to the station.
- 8.66 Transport and Highways, concerned that the Transport Assessment does not adequately take into account the effects of the new station proposed mitigation works. The proposed mitigation transfers the queue. It is not clear whether the junctions have been linked when modelled and in particular if the proximity to the adjacent junction has been taken into consideration. Concern that the possibility of people using the nearby residential roads for drop off and pick up have not been included in the modelling. The modelling does not appear to have taken into account the anticipated redevelopment of the Cambridge Northern Fringe East Area Action Plan.
- 8.67 Cumulative impact, concerned that cumulative impacts of the wider Cambridge Northern Fringe East have not been taken into account in the Environmental Statement. In particular the intent of Brookgate and their development partners to bring forward CB4, consideration should be given as to whether an assessment of the cumulative impact needs to be included within the EIA.

Cambridge Cycling Campaign

- 8.68 The network Rail access track should be opened for use by pedestrian and cyclists as an alternative route for walking and cycling between the proposed station and the science park. Consider a condition should be attached to the application to secure this. Considers that the foundations for an ungated footbridge should be accommodated in the island platform to enable the installation at a later time for an ungated footbridge for pedestrians and cyclists from Fen Road to the Station entrance area. Due to the wider development of the Cambridge Northern Fringe East we believe that it will be a barrier to movement to force cyclists to cross the potentially busy railway square. Request that a cycleway is provided between the railway tracks and the station building. Concerned that 1000 cycle spaces is insufficient and that this should be increased to 3000. Request to see further detail to show that the pedestrian and cycle links to the station meet the minimum width requirements. The Transport Assessment refers to 'high-quality segregated cycle routes' however the specifications of these are yet to be made.

- 8.69 The Campaign is pleased to see that developers have taken on board a great deal of our advice throughout the development of the Chesterton Sidings. If the two conditions requested are included, then we would be able to remove our objection.

Fen Line Users Association

- 8.70 Support the application. Concern raised that at times of bad weather, during peak periods, there is a risk that crowds will back up the stairs of the covered footbridge, causing circulation and possibly safety problems.

Milton Parish Council

- 8.71 No Objections. More car parking spaces should be made available. There should be adequate provision for taxis that would be collecting and dropping off passengers. Any aggregate to be removed by lorries should have hours of operation stipulated.

Fen Ditton Parish Council

- 8.72 Object to the application on the basis of:
The meadows being presented as an 'opportunity' for a Guided Busway Extension (or Phase 2) without a balancing identification of the River Cam Corridor and its designated features as 'constraints (D&A Statement Figure 13).
- 8.73 The Council broadly supports the remainder of the proposed development and providing an additional railway station in the north of Cambridge and welcomes: the recognition that Ditton Meadows and Stourbridge Common as water meadows forming the green River Cam Corridor, confirmation that they are part of a conservation area and confirmation that they are City wildlife site / Protected Open Space. Welcome the assumption that announcements will not be made during the night time hours of 23:00 to 05:30, request that this is controlled. Requests a baseline light levels and nuisance glare assessment is extended to include pedestrians on the river bank on both sides and in Ditton Meadows.
- 8.74 The Green Dragon Bridge and surrounding cycle ways should be included in the cycle traffic assessment. Request that baseline noise measurements are made along the river bank, if operational noise from the station PA or on-train PA proves to be a nuisance,

would seek a commitment from Network Rail to reassess the noise and examine the scope for further mitigation. Concern that the application doesn't address the projected high volume of local movement. Recommend that the main link and demand between the Science Park area and Addenbrookes should be managed.

Councillor Ian Manning

- 8.75 Broadly supportive of the application as it is similar to the one submitted by the council a year ago. Requested a condition to secure the network rail owned access track that runs parallel to Cowley road should be used as the cycle access to the station, providing sufficient funding is found from the Councils to enable these works. A revised plan for Cowley Road access should be brought before the JDCC using the access path, and removing the need for shared used pedestrian / cycle paths on Cowley Road.

Councillor Hazel Smith

- 8.76 Insufficient car parking provided. Considers a taxis rank needs to be provided as part of the plans. Lighting scheme on page 280 of the ES is out of date. Inconsistencies in the document about the platform lengths – clarification requested. ES drawing shows no cycle link to Moss Bank, but one through to Bramblefields – clarification sought. Polluted soil and ballast should only be allowed to be removed from the site out of peak hours and not too late at night.

9.0 INDIVIDUAL REPRESENTATIONS

- 9.1 10 Responses were received from local residents and local businesses The views expressed are summarised as follows:
- Concern about the probability of commuters parking in nearby residential streets
 - Concern that no mitigation has been proposed for the impact on Lovell Road for rat-running and speeding between Kings Hedges Road (and beyond) to the station
 - Concern that 1000 cycle parking spaces is insufficient and that space should be provided to expand the provision if needed
 - 450 car parking spaces is insufficient.
 - Object to the reduction in the length of canopies, canopies should cover at least 8 carriages on each of the three platforms
 - Would like to see trains which currently terminate at Cambridge station to terminate at this station instead.

- Concern about dust during the construction phase of the development.
- Concern about the noise impact to nearby residential properties.
- Would like a high wooden fence along the train tracks so that residents cannot see or hear the trains and passengers are not able to look into nearby residential properties
- Seeking frosted glass on walkway over platforms to avoid overlooking of nearby residential properties.
- Concerned about more delays to the project
- Concerned that the reduction in platform length doesn't future proof the station
- Concern that the track layout will cause delays for trains arriving and departing from the station and that it will not be capable of being flexible and providing additional capacity to meet future requirements.
- Concern that bus services need to be improved to encourage passengers to use more sustainable modes of transport to get to the station.
- Questions raised about the lines and size of trains that will serve the station and whether this will impact on other stations on the line.
- The station will be a big asset to the area

10.0 ASSESSMENT

- 10.1 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. The core principles that are most relevant to this are application are; core principle 3 which is to proactively drive and support economic development to deliver the infrastructure and thriving places that the country needs; core principle 8 encourages the effective use of land by reusing brownfield land providing it is not of high environmental value; and core principle 11 encourages Local Authorities to actively manage patterns of growth to make the fullest possible use of public transport and focus significant development in locations which are or can be made sustainable.
- 10.2 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 NPPF puts significant weight on the need to support economic growth (para 19 NPPF). 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.

10.3 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.

10.4 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. Amendments to the extant permission
2. Principle of the development
3. Environmental Impact Assessment
4. Walking and cycling routes
5. Transport and Access
6. Car parking provision
7. Cycle parking provision
8. Bus Service
9. Design, layout and materials
10. Landscape and visual impact
11. Ecology

- 12. Access Officer comments
- 13. Noise, vibration and air quality
- 14. Lighting
- 15. Drainage
- 16. Sustainability
- 17. Archaeology
- 18. Public Art
- 19. Conditions

11.0 Amendments to the extant permission

- 11.1 As part of the current applications before members for determination the applicants, Network Rail, have amended the scheme and are seeking to deal with some of the pre-commencement conditions ahead of determination so as to minimise the need for imposition of pre-commencement conditions. The information submitted in relation to previous conditions is dealt with under Section 27 of this report.
- 11.2 The platform length has been reduced in this application from 270m in the extant permission to 245m. This is as a result of a change in rail strategy for the intercity programme. The applicants have confirmed that the platforms remain capable of accommodating 12 car trains. In addition this will not inhibit future running of the trains as passive provision for the platforms to be extended at a later date has been included within the development.
- 11.3 The canopy length as also been reduced from 80m to 40m.

12.0 Principle of the development

- 12.1 The proposed development is identified in policy SP/17 of South Cambridgeshire Site Specific Policies DPD (January 2010). Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility. Therefore given this and the previous County Council permission, the development of a new railway station in this location is considered acceptable in principle.

13.0 Environmental Impact Assessment

- 13.1 A Screening Opinion was issued by Cambridgeshire County council on 14.05.13 and a Scoping Opinion was issued on 18.12.12. The screening Opinion concluded that the proposed development was EIA development as it was likely to have significant effects on the environment. The current application was supported by an updated Environmental Statement submitted 15th May 2015 to both South Cambridgeshire District council and Cambridge City Council.
- 13.2 Comments received on the application questioned whether the cumulative impacts in the Environmental Statement (ES) should have included an assessment of the wider Cambridge Northern Fringe East. The ES must demonstrate how any cumulative impact with relevant

development sites in the surrounding area have been assessed. The cumulative Impact assessment contained in the ES considers committed development, this is either development with has planning permission or is allocated for development through the Development Plan. The comments question whether the wider Cambridge Northern Fringe East Area Action Plan Area (CNFE AAP) should be considered in the cumulative impact assessment. In order to assess the significant impacts of the development there needs to be sufficient certainty about the type and quantum of development proposed. Allocated sites have this degree of certainty.

- 13.3 The wider CNFE AAP area is proposed to be allocated through the both the South Cambridgeshire and Cambridge City Local Plans (Policies SS/4 and Policy 14 respectively). Given the stage of the Local Plan examinations it is not possible to accurately quantify or have certainty about the wider development sufficient to include this level of detail in a cumulative impact assessment. In addition although a public consultation has been undertaken on the CNFE AAP this was an issues and options stage, which put forward 4 options of varying uses and quantum of development, similarly although a landowner in the CNFE area has made public their intention to develop part of this land (Brookgate's 'CB4' proposals) these proposals are not at such a stage as to be accurately quantified for the purposes of EIA. Therefore, to conclude it is not considered possible to accurately quantify the impacts from the wider CNFE AAP area in the cumulative assessment at this time. On this basis, the Cumulative Impact Assessment in the ES is considered satisfactory.

14.0 Walking and cycling routes

- 14.1 Cycle and pedestrian links are proposed to link the site with the Chisholm Trail via Moss Bank and a cycle pedestrian link via Nuffield Road. Comments received from Cambridge City Council Walking and Cycling Officer raises concern that the provision of walking a cycling routes are not consistent with the aspiration of the applicants to provide a high quality and above standard provision. The cycle pedestrian links for Cowley Road, Nuffield Road and Moss Bank are 2.5m wide. This is in accordance with the minimum standards set out in Cambridgeshire County Councils Highway and Policy Standards.
- 14.2 Since the submission of the application Network Rail have submitted a request to determine whether they could provide a segregated pedestrian and cycle link along the maintenance track adjacent to the first public drain. This is considered to be Permitted Development by SCDC and Cambridge City Council as Local Planning Authority and therefore Network Rail does not require planning permission to implement this link. As the maintenance track was not secured under the extant permission and the scheme was consider acceptable without its provision it is difficult to secure its provision through the current application. However, the LPAs are exploring a way of securing its

provision through the Section 106 Legal Agreement. It is considered that the maintenance track would be a preferable link to the proposed link along Cowley Road. The access track is owned by Network Rail and as the current applicant they are committed to implementing this link. As such a Grampian condition has been recommended to require the link to be implemented prior to the operational phase of the development. Please see suggested condition 29 (Appendix B) and suggested condition 20 (Appendix C).

- 14.3 The extant permission included a condition to establish a pedestrian cycle link from the guided busway to Bramblefields Local Nature Reserve (LNR). As part of the amendments that were submitted for this application this link has been removed. Early in 2015 the City Council conducted public consultation in relation to this link and concluded that this link through the Local Nature Reserve should not be made. It was therefore not considered appropriate to pursue this link as part of this application. In addition comments from Cambridge City Council New Neighbourhoods Team confirm that this link is not deliverable and is within the ownership of Cambridge City Council.
- 14.4 The Highways Authority have confirmed that although the removal of the proposed Bramblefields link does result in a loss of connectivity, it is not considered so significant as to undermine the proposal to a degree where the Highway Authority would object.
- 14.5 The owners of the business park submitted an application to Cambridge City Council which originally included 3 proposed access routes to link the business park with the station. Two of the proposed access points would link to the maintenance track and one to the guided busway. The link to the guided busway has been removed from the application which has now been approved. This was because the conflicts with the guided busway was considered to impact on both the operation of the guided busway and cause a highway safety risk. The owners of the business park have requested that a condition is placed on this application to require the land owner Network Rail to implement the connection on their land. It is not considered reasonable to condition this link as this can be implemented under permitted development. In addition the access links to the business park will be controlled access so only commuters who work at the business park will be able to use these links. An informative is recommended to encourage the applicant to discuss this proposal with the adjacent land owner.

15.0 Transport and Access

- 15.1 The impact and mitigation measures for the local highway network are consistent with the extant permission. Cambridgeshire County Council has recommended that the same planning conditions and obligations are sought as those from the extant permission.

- 15.2 The development of a new train station in this location will have benefits for the highway network outside of the immediate area for example southbound movements on past the site entrance on Milton Road and car trips within Cambridge City Centre as a result of trips transferring from Cambridge Station to the proposed station.
- 15.3 As part of the proposal there will be changes to the Chesterton junction level crossing. The development will increase the total barrier downtime at the Chesterton Level Crossing per hour, the increase will be minimal and will have a minimal impact on vehicles using Fen Road to cross the railway line. The Transport Assessment (TA) assesses the delay to vehicles taking into account the average barrier down time and an increase in downtime of 20 seconds. It concludes that taking into account both scenarios all vehicles will be able to clear the crossing after each barrier down cycle before the next barrier down cycle is called. It concludes that as only four trains an hour will be subject to any increase in downtime (two of which will be subject to a few seconds delay) it is likely that most motorists using Fen Road will not notice any difference in their journey times. In addition Network Rail are proposing to improve the safety of the Fen Road level crossing for pedestrians and cyclists. This is being dealt with through a separate process and is not the subject of this planning application.
- 15.4 Through the consultation responses a number of detailed points were raised in relation to highways impacts. Concerns were raised that the proposed mitigation works for Cowley Road would transfer the traffic queue from the northern to the southern junction. The Transport Assessment submitted with the application considers the performance of Cowley Road / Milton Road South junction (see tables 19 and 20 of the Transport Assessment). If the results from the 'with' and 'without station' analyses are compared these show that station-related traffic has no significant impact on the operation of the northern approach to this junction. There are therefore no significant increases in queues and delays at this junction that be attributed directly to the station.
- 15.5 A number of consultation responses have raised a concern that the development will lead to nearby residential areas becoming congested with people being dropped off / picked up. Section 8.5 of the applicant's Transport Assessment assesses the level of pick-up/drop off trips associated with the station and suggests that these will amount to 242 arrivals / departures per day which is considered a reasonable estimate by the Highway Authority. This level of demand has been included and assessed via the modelling in the Transport Assessment submitted with the application. It is considered that there is adequate provision to accommodate these movements at the proposed pick-up / drop-off bay and access road outside the station which should reduce the demand for more remote pick-up and drop-off in residential areas. In the event that there are off-site parking issues, it is proposed that this be monitored via surveys and that the measures, funded by the applicant could be implemented if they are supported by the local community at

this stage. The monitoring requirement is proposed to be secured through a Section 106 planning obligation.

- 15.6 A consultation response raised concerns that the Transport Assessment has not taken account of the anticipated redevelopment of the wider Cambridge Northern Fringe East (CNFE) Area. The Transport Assessment for the station does not take account of the level of growth anticipated in some of the potential scenarios for wider development of CNFE. However, that development if/when it comes forward through the planning process will need to be accompanied by appropriate transport measures to address its impact.
- 15.7 The extant permission included a condition requiring that the development shall not be occupied until a Travel Plan has been submitted and approved in writing by the LPA. Although a Travel Plan for both Cambridge Station and the proposed station has been developed by Station's Travel Plan project, this has not been submitted for consideration with the application. It is therefore considered appropriate to recommend a condition to secure the submission and implementation of a Travel Plan.

16.0 Car Parking Provision

- 16.1 The car parking layout and quantum is the same as in the extant permission. 450 car parking spaces are provided to the north of the main station building and located in a landscaped fan shaped design. The level of provision was considered acceptable for the extant permission. The level of car parking provided is in line with the range of forecasts undertaken by the applicant. Over provision of car parking could encourage access by car at the expense of other modes of transport such as public transport, walking and cycling. To conclude 450 car parking spaces is considered an appropriate level of car parking provision for this facility.
- 16.2 Local Residents have raised concerns about the probability of passengers parking in the surrounding residential streets. As part of the Section 106 legal agreement secured with the extant permission contained an obligation for the applicant to survey local roads in the vicinity of the station and monitor parking before and after the opening of the station. In the event that parking in residential streets has increased in the area the need for a parking control scheme would be considered by the County Council as the Highway Authority. It is proposed that this obligation is included in a new Section 106 agreement and would be an obligation on the new applicant (Network Rail).
- 16.3 Some representations have raised the level charges for the car parking. It is important that the charges are set at an appropriate level so as to not encourage passengers who could use alternative modes of transport to drive to the station, this would happen if the charges are

set too low, or to set them too high so that passengers avoid parking at the station and seek alternative parking in residential streets. The parking charges will be set and reviewed by the operator of the car park.

- 16.4 To summarise, the Highway Authority has not objected to the quantum of car parking and it is considered that the level of car parking and the obligations proposed through the Section 106 agreement are sufficient to both encourage passengers to travel to the station using alternative modes and provides a mechanism for monitoring potential over spill parking in residential streets. The level of car parking provision is therefore considered, on balance, to be acceptable.

17.0 Cycle parking provision

- 17.1 The proposed scheme provides 1000 secure covered cycle spaces, Sheffield stands are proposed. Consultation responses have raised concerns that there is insufficient provision for 'of gauge' cycles, such as trailer bikes and wheelbarrow bikes.
- 17.2 The applicants have confirmed that due to the arrangement of the Sheffield stands the layout can accommodate of-gauge bicycles such as tricycles, cargo bicycles and disability bicycles. These bicycles can be accommodated within the current layout for the cycle parking at the ends of rows where there is sufficient space to accommodate 'of-gauge' bicycles. ~the applicants have confirmed that passengers using these types of bikes will be directed to the end of rows with appropriate signage. This would allow for 86 such cycles to be accommodated, at nearly 10% of the spaces this is considered acceptable. The proposed cycle parking quantum and arrangement is considered acceptable.

18.0 Bus service

- 18.1 The Transport Assessment (TA) identifies proposals for the Busway and Citi2 services to be extended to serve the interchange. The bus service to the station will travel along a separate bus service road.
- 18.2 It is anticipated that the existing Citi 2 service will be diverted into the site and provide a north-south link through the site every 10 minutes between Addenbrookes Hospital, the City Centre and Milton. An assessment of the passenger bus trips throughout the day shows peak use of the bus interchange between 08:00 and 10:00 and again between 17:00 and 19:00. The main flows inbound from 08:00 with people arriving on trains and outbound from 18:00 onto trains, this reflects travel to and from the workplace locally.
- 18.3 The number of passengers predicted to arrive at the proposed station by bus and guided bus could increase in the future, however the committed infrastructure being provided through the extension of the

Busway would be able to accommodate a significant increase in Busway services with minimal impact.

- 18.4 There are expected to be four buses that will use the bus turning area (which has 2 bus stands) every 10 minutes. In the event that four bus arrive together as the turning area is located past the bus stands there is sufficient space for busses to wait without impacting on other users. The width of the carriageway adjacent to the bus stands provides sufficient space to allow busses to pass each other in a safe manner.
- 18.5 The bus service provision and arrangements for bus stands and turning at the station are considered sufficient to accommodate the bus service of 4 vehicles every 10 minutes and potential additional growth.

19.0 Design, layout and materials

- 19.1 The design and layout of the proposed development is the same as the extant permission. The extant permission was subject to pre-application engagement with officers from Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council which led to a number of amendments and alterations to the scheme. The scheme as submitted is supported by Urban Design Officers in terms of massing, design and layout.
- 19.2 The Cambridgeshire Quality Panel reviewed the proposal on 17 June 2013 (before the previous 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 in table 1 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. Feeling that design was too "stiff" and uninspiring	See comments in paragraphs below
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	Novel use of Game of Life

a pleasurable experience. Role of public art	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 that its design should be made to work for the scheme rather than being controlled by it.	A sample and further drawings and artists impressions have been 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.

19.3 Full copies of the Panel's comments are attached as Appendix F.

19.4 Following the comments received from the Quality Panel the design of the scheme was amended in October 2013. The design contained within this current application is the same as that approved under C/05001/13/CC. the comments received from both SCDC and Cambridge City Urban Design Officers are supportive. Therefore it is considered that the proposed design is acceptable.

20.0 Landscape and Visual Impact

20.1 The details have been assessed by the landscape officer, the proposals are considered broadly acceptable subject to imposing a condition to require detailed full details of hard and soft landscaping to be submitted and approved by the Local Planning Authority and thereafter implemented. An additional condition has been recommended to secure the hard and soft landscaping details for the car park area. Although not forming part of this application, Network Rail is considering moving the car park to a new location (partly outside the red line of this application). Clearly, any new application will need to be considered on its merits and changes to conditions on this application in no way give agreement to a future proposal for a new location of the car park, however separating the landscape conditions in this way would facilitate a Section 73 application to vary the

conditions if a different car park location was approved under a separate application. For the avoidance of doubt the 2 conditions cover the same information as was secured under the extant permission.

21.0 Ecology

- 21.1 Concerns were raised on the initial consultation, since then additional information has been submitted and a focused consultation has been undertaken on the revised ecological information. The additional information was submitted in order to bring the Environmental Update to date and reflect a true baseline and to submit a number of supplementary documents for consideration as part of this application.
- 21.2 The development will result in a loss of existing habitat, vegetation will be retained where possible and where not required for construction purposes, in order to minimise impact. The loss of habitat is mitigated through the creation of new habitat and enhancement of Bramblefields Local Nature Reserve. The ecological mitigation and enhancement measures have been designed to minimise probably negative effects of the Development in order to maintain its conservation value.
- 21.3 The information submitted and mitigation measures are considered acceptable subject to the inclusion of planning conditions on any subsequent permission.
- 21.4 The applicant sought to address the requirements contained in 2 ecological pre-commencement conditions through the submission of additional information submitted as part of this application. A Construction and Environmental Management Plan (Biodiversity) and an Ecological Design Strategy were submitted as part of the application and revised following comments from the initial round of consultation. Both the Construction Environmental Management Plan (Biodiversity) and the Ecological Design Strategy are considered insufficient and therefore submission of this information will be required prior to the commencement of development. Please see suggested conditions 9 and 10 (Appendix B) and suggested conditions 7 and 8 (Appendix C).

22.0 Access Officer Comments

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

22.2 This response has not been considered acceptable by the Access Officer and therefore a new condition is proposed to ensure that adequate arrangements can be made in the event of a mechanical fault or failure of the lifts. This ensures that the Local Planning Authority can approve details which allow all passengers to access the station. With the inclusion of the condition the scheme is considered acceptable.

23.0 Noise vibration and air quality

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

23.2 A noise Management Plan was submitted on 23rd July, this is not considered satisfactory by SCDC and Cambridge City Council Environmental Health Officers, therefore the condition to require a noise management plan has been recommended, please see below.

23.3 In addition to the barriers detailed above several conditions have been suggested to ensure that noise disturbance from the site is at an acceptable level and where possible minimised. Conditions have been suggested to cover the following:

23.3.1 Control of noise from the operation of plan and equipment shall not exceed 26dBLAeq,T at the application site boundary.

23.3.2 Prior to the use of the station a scheme for the mitigation of noise from the public address system shall be submitted and approved by the Local Planning Authority and thereafter implemented in accordance with the approved details.

23.3.3 Prior to the use of the development a scheme to mitigate the noise emissions from the pickup point / taxi rank and eastern platform effecting nearby residential properties has been submitted, approved and implemented in full and thereafter maintained.

23.3.4 The car park shall only operate between 0500 and 0100 hours.

23.3.5 Submission approval and implementation of a Noise Management Plan for the operational phase of the development.

23.3.6 The public address system shall only operate between 0500 and 2300 hours.

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

24.0 Lighting

- 24.1 Lighting has been proposed for the station interchange to enable safe access of the station platforms, car park, bus stops, pick-up and set down areas, cycleways and walkways. The proposed lighting is considered acceptable in principle subject to the inclusion of a condition to allow for the light spill from the lighting scheme to be assessed.
- 24.2 It is considered that sufficient light assessment and information has been provided to allow the determination of the application subject to imposing appropriate conditions requiring the approval of detailed lighting scheme, please see recommended condition 8 (Appendix B) and condition 6 (Appendix C).

25.0 Drainage

- 25.1 The Environmental Statement sets an appropriate level of discharge of 2l/s/ha for the impermeable parts of the site. The Environmental Statement confirms that no discharge of surface water is possible directly to the River Cam via Moss Bank due to outfall levels, therefore it is proposed that storm water is collected in the southern part of the site and pumped back to a single discharge to the first public drain.
- 25.2 Additional information was submitted as part of this application to negate the need for additional drainage details to be reserved by condition. Whilst the information submitted in the relation to condition 15 from the extant permission, a Surface Water Drainage scheme, was considered satisfactory from the Environment Agency's perspective and the drainage officer advising both SCDC and Cambridge City Council jointly, considers that the information submitted is insufficient and recommends the condition be imposed on any new permission.
- 25.3 Due to a locally high perched water table no drainage system will be able to discharge directly to ground. Therefore, it is proposed that there will be retention of stormwater within the void spaces of the subgrade in the parking combined with other geocellular storage where required. The preferred drainage system will include source control, lined permeable pavements and kerb gulleys discharging to oversized pipes and under car park storage and piped system ultimately flowing to the First Public Drain. The application proposes the following source control measures, green / brown roofs for station buildings and bioretention area for car park and open plaza area before the station

entrance.

- 25.4 The proposed drainage system is considered acceptable in principle subject to the inclusion of the recommended conditions. Sufficient information has been submitted with the application to negate the need for condition 12 from the extant permission to be imposed; therefore a new condition 12 has been recommended to require the development to be carried out in accordance with these details. The other drainage conditions from the extant permission have been recommended to be included in full.

26.0 Sustainability

- 26.1 A Sustainability and Energy Statement has been submitted with the application, additional information is contained in the Design and Access Statement and plans. In general the measures being implemented are supported, notably:
- 26.1.1 The use of perforated metal cladding to allow for a passively secure means of bringing light and air into the building, whilst also providing solar shading to help prevent over heating. A low pressure drop mechanical ventilation system with heat recovery is also to be employed in the accommodation areas.
 - 26.1.2 The use of green / brown roofs on the station building, which will help attenuate surface water runoff, provide insulation for the building and enhance biodiversity.
 - 26.1.3 Proposals to divert 98.3% of construction waste from landfill, through the reuse of materials on site, off-site and recycling /treatment.
 - 26.1.4 The use of SuDS measures including the green roof, permeable paving and bioretention areas in the public square between the station and the car park, please see further comments on this in the drainage section of the report.
 - 26.1.5 The use of LED light sources throughout the scheme as far as practicable.
- 26.2 As part of the Sustainability and Renewables Energy Statement, BREEAM pre-assessments have been submitted, these show that the strategy being taken will achieve as a minimum a score of BREEAM 'good' with an aspiration to achieve the higher rating of BREEAM 'very good'. As there is no policy place to require a specific BREEAM rating for this scheme, the applicants are encouraged to focus on achieving BREEAM 'very good'.
- 26.3 This application falls below the threshold at which Policy NE/3 Renewable Energy Technologies (SCDC Development Control Policies DPD, 2007) applies and Policy 8/16 of the Cambridge Local Plan (2006). The applicant has set out their commitment to achieving the requirements of these policies, which is supported by officers. The applicants are proposing the use of a source heat pump to provide heating and hot water and photovoltaic panels to be located on the

cycle shelters. The use of these technologies is supported. Subject to the inclusion of a condition to submit, approve and implement a renewable energy statement the proposal is considered acceptable.

27.0 Archaeology

- 27.1 On the extant permission the County Archaeologist advised that there is a possibility of disturbing archaeological remains but that effective mitigation can be secured through the use of a planning condition in this case. A scheme of archaeological works will need to be submitted to and approved in writing prior to the commencement of development.

28.0 Public Art

- 28.1 Policy SF/6 of the SCDC Development Control Policies DPD (2007) seeks to encourage the provision of public art within a development as a way of enhancing the quality of the development by creating a sense of place. A scheme of Public Art was not submitted as part of the extant permission and was controlled by condition. It is recommended that the same condition be imposed on any subsequent application. Please see recommended condition 34 Appendix B. Given that the policy wording is to encourage the provision of public art, and national guidance confirms that public art cannot be secured under Section 106 obligations as development would not be considered unacceptable in planning terms without its provision. The recommended condition is considered an appropriate way to secure public art on the site.

29.0 Conditions

- 29.1 From the extant permission Members of the JDCC requested that amendments or discharge of certain conditions were not delegated and should therefore be brought before the JDCC for determination. It is proposed that for consistency purposes the same conditions are not delegated to officers for determination, for the avoidance of doubt for the SCDC draft conditions, these are:

- 29.1.1 Recommended condition 14 – contaminated land, verification report
- 29.1.2 Recommended condition 15 – cease development if contamination not previously identified is found until a remediation strategy is submitted, approved and implemented.
- 29.1.3 Recommended condition 18 – control of noise from the operation of plant and equipment.
- 29.1.4 Recommended condition 19 – control of noise from the public address system.
- 29.1.5 Recommended condition 20 – control of noise from the pickup point and eastern platform.
- 29.1.6 Recommended condition 21 – restricting the operating hours of the car park.
- 29.1.7 Recommended condition 22 – submission, approval and

- implementation of an operational noise management plan.
- 29.1.8 Recommended condition 27 – footway / cycleways submitted, approved and implemented.
- 29.2 For the Cambridge City draft conditions these are:
- 29.2.1 Recommended condition 12 – Contaminated land, verification report
- 29.2.2 Recommended condition 13 – cease development if contamination not previously identified in found until a remediation strategy is submitted, approved and implemented.
- 29.2.3 Recommended condition 18 – details of footway / cycleways submitted, approved and implemented.
- 29.3 Please note that not all conditions are recommended for both applications as each authority can only control development within its administrative boundary. It is therefore not appropriate for all conditions to be imposed on both permissions. The recommended conditions for S/12/36/15/FL are available at Appendix B and the recommended conditions for 15/0994/FUL are available at Appendix C.
- 29.4 The County Council discharged condition 25 under the extant permission. The plans approved by members for the Cowley Road Pedestrian Cycle link have been submitted as part of this application and therefore condition 25 has been amended to reflect that the Cowley Road Pedestrian Cycleway is recommended to be approved as part of this application. A condition has been included for the implementation of the Cowley Road pedestrian / cycleway in accordance with the approved drawings, detailed in the condition, and a revised condition 25 (condition 27 Appendix B and condition 18 Appendix C) has been included for the remaining pedestrian cycleways as details for these have not been provided as part of this application. It is proposed that recommended condition 27 (appendix B) and recommended condition 18 (appendix C) are brought back to Members of the JDCC for determination.
- 29.5 Condition 12 from the extant permission is one that the JDCC requested back for determination. Additional information was submitted as part of this application to avoid the need for this pre-commencement condition to be imposed on a new permission. Following consultation with the Environment Agency they have recommended that the information submitted in relation to this condition is acceptable. Therefore condition 12 has been amended to require the developers to carry out works in accordance with 'Chesterton Interchange, Summary of Works Completed to Date to Discharge Planning conditions (PC11 &12) by Volker Fitzpatrick Limited dated 9 April 2015.
- 29.6 As part of the submitted application documents additional information has been submitted in relation to extant Conditions 8, 9, 11, 15 and 16. Comments received from specialists officers on these conditions have advised that the information submitted is insufficient. Therefore, the

extant conditions have been recommended for inclusion on a subsequent permission, please see appendix B and C.

- 29.7 A Noise Management Plan was submitted in relation to extant condition 21. Advice from both SCDC and Cambridge City Environmental Health officers was that the information was not sufficient to comply with the requirements of the condition. Therefore a wider consultation was not undertaken at this time and the condition from the extant permission is recommended here, please Appendix B and C.
- 29.8 In addition to the above changes and additional conditions were highlighted in specific sections of the report, an amendment is proposed to some of the pre-commencement conditions to allow underground enabling works to commence prior to the discharge of condition. For the conditions where this has been proposed it is considered that underground enabling works can take place without prejudicing the scheme or details that require agreement from the Local Planning Authority ahead of commencement. The development will not be able to progress beyond underground enabling works until the conditions are discharged; this is considered an appropriate approach the enable construction to site whilst conditions are being discharged. It is not appropriate for all pre-commencement conditions to be amended in this way and the following will need to be discharged before commencement of the development on the site:
- 29.8.1 Ecology conditions Construction Environmental Management Plan (Biodiversity) and Ecological Design Strategy
 - 29.8.2 Contaminated Land condition
 - 29.8.3 Surface Water Drainage Scheme condition
 - 29.8.4 Construction Environmental Management Plan condition
 - 29.8.5 Programme of Archaeological Work condition

30.0 Planning Obligations (Section 106 Agreement)

- 30.1 A section 106 agreement was entered into for the extant permission, it is recommended that, where appropriate, these obligations are transferred to the new applicant and a new Section 106 Agreement is entered into. It is proposed that South Cambridgeshire District Council, Cambridge City Council, Cambridgeshire County Council and Network Rail (the applicant) are signatories to the agreement. It may not be appropriate for all obligations to be transferred to Network Rail and some may remain with Cambridgeshire County Council as the Highway Authority. For ease of reference the completed Section 106 agreement from the extant permission has been included in Appendix E.

31.0 Conclusion

- 31.1 This application is for a major infrastructure project. The land at Chesterton sidings benefits from an extant permission which is very similar to the application before members now. The application submitted to SCDC and Cambridge City County has been submitted to

allow Network Rail to implement the construction of the station. They are unable to implement the extant permission as this was made under Regulation 3 of the Town and Country planning Act.

- 31.2 These proposals will result in local environmental impacts as detailed in the report above, most notably a modest net loss of biodiversity of county significance and noise and vibration impacts for the closest residential properties. However it is considered that the mitigation measures including acoustic fencing and ecological mitigation measures.
- 31.3 It is considered that the proposal will contribute to the economy of the local area by acting as a catalyst for redevelopment of the surrounding area. It will have a positive impact on accessibility to homes and jobs and provide a sustainable alternative for commuting by car.
- 31.4 Concerns have been raised through the consultation period on the application and conditions have been recommended to secure additional information where required. The application is considered acceptable and accords with the Development Plan.

32.0 Recommendation

- 32.1 **That authority to approve application S/1236/15/FL be delegated to the SCDC Head of New Communities upon the completion of planning obligation(s) under Section 106 of the Town and Country Planning Act as detailed above and subject to the conditions in Appendix B.**
- 32.2 **That authority to approve application 15/0994/FUL be delegated to the City Council Head of Planning upon the completion of planning obligation(s) under Section 106 of the Town and Country Planning Act as detailed above and subject to the conditions in Appendix C.**

Appendix A

South Cambridgeshire District Council Policies

Development Control Policies Development Plan Document (DPD) (July 2007)

DP/1	Sustainable Development
DP/2	Design of New Development
DP/3	Development Criteria
DP/7	Development Frameworks
SF/6	Public Art and New Development
NE/1	Energy Efficiency
NE/2	Renewable Energy
NE/3	Renewable Energy Technologies in New Development
NE/4	Landscape Character Areas
NE/6	Biodiversity
NE/7	Sites of Biodiversity or Geological Importance
NE/8	Groundwater
NE/9	Water and Drainage Infrastructure
NE/10	Foul Drainage- Alternative Drainage Systems
NE/11	Flood Risk
NE/12	Water Conservation
NE/14	Lighting Proposals
NE/15	Noise Pollution
NE/16	Emissions
CH/2	Archaeological Sites
TR/1	Sustainable Travel
TR/2	Car and Cycle Parking Standards
TR/3	Mitigating Travel Impact
TR/4	Non-motorised Modes

Site Specific Policies Development Control Document (DPD) (January 2010)

SP/17	Rail Infrastructure
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Supplementary Planning Documents (SPDs)

District Design Guide (March 2010)
Biodiversity (July 2009)
Landscape in New Development (March 2010)
Public Art (January 2009)
Health Impact Assessment (March 2011)

Cambridge City Council Policies

Cambridge Local Plan (2006)

3/1	Sustainable Development
3/2	Setting of the City
3/3	Safeguarding Environmental character
3/4	Responding to Context
3/6	Ensuring Coordinated Development
3/7	Creating Successful Places
3/11	The Design of External Spaces
3/12	The Design of New Buildings
4/3	Safeguard Features of Amenity or Nature Conservation Value
4/4	Trees
4/6	Protection of Sites of Local Nature Conservation Value
4/8	Local Biodiversity Action
4/9	Scheduled Ancient monuments / Archaeological Areas
4/13	Pollution and Amenity
4/14	Air Quality management Areas
4/15	Lighting
8/2	Transport Impact
8/3	Mitigating Measures
8/4	Walking and Cycling Accessibility
8/6	Cycle Parking
8/10	Off-Street Car Parking
8/16	Renewable Energy in Major New Development
8/18	Water, Sewerage and Drainage
9/6	Northern Fringe

Appendix B
Draft Conditions S/1236/15FL
Implementation

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

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

Approved Plans

2. The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application and supporting documents as amended by the conditions stated on this decision notice and the following drawings:
 - Landscape/Ecology Mitigation Plan – 5110967/L/P/00/001 REVB
 - Landscape/Ecology Mitigation Plan - Station (southern end) & Interchange Area –5110967/L/P/00/002 REV B
 - Landscape/Ecology Mitigation Plan - Cowley Road ETC.- 5110967/L/P/00/003
 - Landscape Sections Sheet 1 of 2 –5110967/LP/00/005
 - Landscape Sections Sheet 2 of 2 –5110967/LP/00/006
 - Location Plan –5110967/A/L/00/001 REV B
 - Location Plan – 5134906/A/L/00/P01 REV A
 - Proposed Location Plan – 5134906/A/L/00/P03 REV C
 - Proposed Site Plan – 5134906/A/L/00/P04 REV B
 - Existing Site Plan – 5134906/A/L/00/P02 REV B
 - Construction site Access and potential Contractors Compound – 5134906/A/L/00/P07 REV A
 - Proposed Concourse Level Plan – 5134906/A/L/00/P10 REV A
 - Proposed Elevations South, West and North – 5134906/A/E/00/P02 REV A
 - Proposed Elevations East – 5134906/A/E/00/P03 REV A
 - Proposed Mezzanine Level Plan – 5134906/A/L/00/P11 Rev A
 - Proposed Bridge Level Plan – 5134906/A/L/00/P12 REV A
 - Proposed Roof Plan – 5134906/A/L/00/P13 REV A
 - Proposed Cycle Parking Roof Plan and Elevations – 5134906/A/L/00/P14 REV A
 - Existing Site Plan Cleared Vegetation – 5134906/A/L/00/P16 REV A
 - Proposed Sections Sheet 1 – 5134906/A/S/00/P10 REV A
 - Proposed Sections Sheet 2 – 5134906/A/S/00/P11 REV A
 - Transport Mode Overlay – 5134906/A/L/00/P15 REV B

Reason: To define the permission and to protect the character and appearance of the locality in accordance with policies DP/1, DP/2, 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, except for underground enabling works, 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, except for underground enabling works, until full details of soft landscape works for the car park have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. Details shall include:

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

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

5. No development shall commence, except for underground enabling works, 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 except for the car park, including details of improvements to the western boundary of the site. Details shall include;

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

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

Sustainability

6. No development shall commence, except for underground enabling works, 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

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

consent to any variation. The signage scheme shall be implemented prior to the bringing into use of the approved development.

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

Lighting

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

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

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

Ecology

9. 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 policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

10. 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 policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

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

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

Reason: *To ensure a satisfactory method of surface water drainage, to ensure future maintenance of the surface water drainage system, to prevent the increased risk of flooding on site and/or elsewhere, and to protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) in line with the National Planning policy Framework (paragraph 109) and the Environment Agency's Groundwater Protection (GP3:2012) position statements G1 to G13 inclusive, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) 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) Maximum noise mitigation levels for construction equipment, plant and vehicles.
 - g) Maximum vibration levels.
 - h) Dust suppression management and wheel washing measures including the deposition of all debris on the highway.
 - i) Site lighting.
 - l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
 - m) Screening and hoarding details.
 - n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
 - o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
 - p) External safety and information signing and notices.
 - q) Liaison, consultation and publicity arrangements including dedicated points of contact.
 - r) Consideration of sensitive receptors
 - s) Prior notice and agreement procedures for works outside agreed limits.
 - t) Complaints procedures, including complaints response procedures.
 - u) Membership of the Considerate Contractors Scheme.
 - v) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on

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

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

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

Control of noise from the operation of plant and equipment

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

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) 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 or similar on the railway which has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The scheme shall include hours of operation, number, location and sound power of loudspeakers and permissible noise levels with consideration of noise mitigation / limiting measures as appropriate and a programme of maintenance. Any public address / announcement or voice alarm sound system associated with the approved development / use shall only be used for operational, health & safety, security and emergency announcements.

Following installation and prior to commissioning and operation of

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

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

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

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

The approved scheme shall be maintained thereafter.

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

Management Plan (ONMP) for the operational phase of the development has been submitted to and approved in writing by the Local Planning Authority. The ONMP shall include: noise sources; the time, duration, and frequency of noise occurrences; noise control measures; noise levels to be achieved at the boundary of the site; methods to monitor noise and report the findings; reports of mitigation measures undertaken on site; procedures to accept, investigate and resolve noise complaints. The approved plan shall be implemented in full.

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

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)*

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

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

Odour / Fume:

25. Prior to the occupation of the premises by a use or undertaking which requires the installation of extraction or filtration equipment or systems for the purpose of extraction, filtration and/or abatement of

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

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

Transport and Access

26. The development shall not be occupied until a Travel Plan has been submitted and approved in writing by the Local Planning Authority. The station Travel Plan will use SMART objectives and monitoring surveys, together with other appropriate parking in the station car park and surrounding roads, monitor the take-up and use of cycle parking, create a servicing and delivery plan to manage the servicing of the station facilities and infrastructure by network rail and retail suppliers, and put forward appropriate measures to deliver on the above. The Plan shall be implemented in accordance with the approved details.

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

Cycle and Pedestrian Access

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

Reason: *In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies 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. The development shall not be occupied until details of the footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented.

Reason: *In the interests of highway safety and to mitigate the*

impact of travel to the development in accordance with policies 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)

29. 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)*

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

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

Monitoring

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

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

Traffic Management

32. Prior to the commencement of development, except for underground enabling works, a Traffic Management Plan for all modes of transport

including taxis shall be submitted to an agreed in writing by the Local Planning Authority. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems.

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

33. 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

34. 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*

35. Prior to the commencement of construction of the station building and public square, except for underground enabling works, 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).*

36. No development shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

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

37. Prior to the commencement of the development, except for underground enabling works, an emergency procedure strategy for access to the station for disabled people in the event of mechanical fault or failure of the lifts provided at each platform has been submitted and approved in writing to the Local Planning Authority. The approved strategy shall be fully implemented prior to the occupation of the development and maintained thereafter.

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

38. No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No connection to the public foul sewerage system shall be made until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

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

Informative

Enabling Works

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

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

Condition 11

2. In relation to condition 11 – For the avoidance of doubt the information

submitted with planning application S/1236/15/FL is sufficient to comply with Part a of condition 11.

Noise and vibration assessment

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

Water Resources Act

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

Surface Water Drainage

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

been calculated using the total impermeable area and not the total site area.

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

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

- This could additionally include some or all of the following example measures (although other measures may be proposed):
- Reduction of parking provision on the development
- Provision of a managed car share scheme available to station users
- Production and implementation of a site travel plan
- Improvements in building insulation over and above the requirements of the Building Regulations
- Incorporation of solar water heating to reduce the impact from onsite boilers

7. **Access links from the Business Park**

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

8. **Travel Plan**

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

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

Appendix C
Draft Conditions for 15/0994/15/FL

Implementation

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

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

Approved Plans

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

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

Reason: To define the permission and to protect the character and appearance of the locality in accordance with policies DP/1, DP/2, 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, except for underground enabling works, 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, except for underground enabling works, until full details of soft landscape works for the car park have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. Details shall include:

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

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

5. No development shall commence, except for underground enabling works, 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 except for the car park, including details of improvements to the western boundary of the site. Details shall include;

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

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

Lighting

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

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

Reason: *To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with policy 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

7. 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 policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

8. 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 policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

9. 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 policies 4/3, 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

Contaminated Land

10. 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

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

Reason. *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU, 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.

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

Reason: *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, 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.*

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

Reason: *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, 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 development shall commence 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 and thereafter maintained in accordance with the approved scheme.

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

Construction Environmental Management Plan

15. 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) Maximum noise mitigation levels for construction equipment, plant and vehicles.
 - g) Maximum vibration levels.
 - h) Dust suppression management and wheel washing measures including the deposition of all debris on the highway.
 - i) Site lighting.
 - j) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
 - k) Screening and hoarding details.
 - l) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
 - m) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
 - n) External safety and information signing and notices.
 - o) Liaison, consultation and publicity arrangements including dedicated points of contact.
 - p) Consideration of sensitive receptors
 - q) Prior notice and agreement procedures for works outside agreed limits.
 - r) Complaints procedures, including complaints response procedures.

- s) Membership of the Considerate Contractors Scheme.
- t) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.

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

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

Transport and Access

- 16. The development shall not be occupied until a Travel Plan has been submitted and approved in writing by the Local Planning Authority. The station Travel Plan will use SMART objectives and monitoring surveys, together with other appropriate parking in the station car park and surrounding roads, monitor the take-up and use of cycle parking, create a servicing and delivery plan to manage the servicing of the station facilities and infrastructure by network rail and retail suppliers, and put forward appropriate measures to deliver on the above. The Plan shall be implemented in accordance with the approved details.

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

Cycle and Pedestrian Access

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

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

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

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

19. 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)*

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

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

Traffic Management

21. Prior to the commencement of development, except for underground enabling works, a Traffic Management Plan for all modes of transport including taxis shall be submitted to an agreed in writing by the Local Planning Authority. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems.

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

22. 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)

23. No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No connection to the public foul sewerage system shall be made until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

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

Informative

Enabling Works

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

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

Condition 11

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

Water Resources Act

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

Surface Water Drainage

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

allowable amount.

e) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

f) Provide a detailed management and maintenance plan for the lifetime of the development. This should provide details of the organisation who will maintain the drainage features.

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

5. **Air Quality: Work with partners to facilitate provision of electric charging hubs for all types of vehicles including bikes**

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

- This could additionally include some or all of the following example measures (although other measures may be proposed):
- Reduction of parking provision on the development
- Provision of a managed car share scheme available to station users
- Production and implementation of a site travel plan
- Improvements in building insulation over and above the requirements of the Building Regulations

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

6. **Access links from the Business Park**

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

7. **Travel Plan**

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

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