

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date:

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

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

Proposal	A new 450 sq m station building and associated infrastructure, including 450 space rail station car park, 1000 cycle park, main vehicular access road to the station and creation of access route to the Guided Busway, pedestrian and cycle links to surrounding areas and extension to the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line.	
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The above application(s) have been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

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0.0 INTRODUCTION

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

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

0.2 Subsequently Network Rail submitted a new planning application for the proposed Cambridge North Station proposals in its name only (the Network Rail 'Mirror Application'). Full planning permission was sought (under the Town and Country Planning Act 1990) by Network Rail in May 2015 (under planning application reference 15/0994/FUL and S/1236/15/FL) to establish an implementable planning permission for the development of the new Cambridge North Station. This Mirror Application secured a resolution to grant at the JDCC on 19 August 2015, subject to completion of a S106 legal agreement securing bio-diversity enhancements and infrastructure improvements for pedestrians, cycles and buses. This agreement has not yet been completed and therefore the planning consent has not been issued, although this is anticipated to take place very shortly.

0.3 This proposal seeks permission for a revised but similar scheme to the previous applications, with amendments principally relating to arrangements for the station access road and car parking, which can be summarised as follows:

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

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

- Minor changes to the configuration of Station Square

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

0.4 The remainder of the proposal remains unchanged as per the Mirror Application (see Proposal section below).

0.5 Members should note construction has commenced on site with Network Rail advising the following works have taken place:

Station Building CFA Piling and Ground Beams - consisting of 12m deep piles and ground beams, all piles terminate below ground level.

Station Building Ground Slab - reinforced concrete ground slab, measuring approximately 23m x 30m, cast insitu.

Platform Construction – comprising a Crash Protection Zone consisting of 12m deep piles and reinforced concrete ground beams protruding approximately 0.9m above ground level.

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

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

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

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

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

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

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

1.0 SITE DESCRIPTION/AREA CONTEXT

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

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

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

2.0 THE PROPOSAL

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

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

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

3.0 RELEVANT SITE HISTORY

- 3.1 With the exception of that part of the site along Cowley Road the application land has been in railway use for many years. Within the application site is an active aggregates rail terminal consisting of one rail siding and adjacent ancillary land. This use was established in the late 1980's under permitted development rights. Initially it was operated by Foster Yeoman receiving stone from the Mendip Hills in Somerset but latterly has been operated by local company Frimstone Ltd handling recycled stone for the construction industry. The current aggregates rail siding will need to be re-located to permit the construction of the proposed development.
- 3.2 C/0500/13/CC – Extant permission made under Regulation 3 as set out above.
- 3.3 S/1236/15/FL and 15/0994/FUL - Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed

ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line.
– Committee resolution to approve subject to completion of S106 Legal Agreement.

4.0 PUBLICITY

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

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

5.0 POLICY

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

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

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

Local Development Plan Policy

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

Emerging Planning Policy

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

6.0 EXTERNAL AND INTERNAL CONSULTATIONS

6.1 External Consultees

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

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

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

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

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

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

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

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

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

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

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

Internal Consultees

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

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

Access Officer – With the new station being built on islands disabled people are dependent on lifts to access trains. If any of the lifts fail, including the lift from station entrance to overpass, services will be unusable. This could be mitigated by mounting platform stair climbing lifts from each island. Secondly, recommend that accessible toilets should be increased in size by 2.7m² to allow for people who need to change incontinence products.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7.0 PARISH COUNCIL AND NEIGHBOUR REPRESENTATIONS

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

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

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

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

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

8.0 ASSESSMENT

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

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

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

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

8.4 **Principle of the development**

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

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

8.7 **Environmental Impact Assessment**

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

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

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

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

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

8.12 Walking and Cycling routes

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

8.14 Transport, Access and Bus Provision

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

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

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

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

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

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

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

8.27 **Cycle parking provision**

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

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

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

8.31 **Design, layout and landscaping**

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

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

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

- Minor changes to the configuration of Station Square

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

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

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

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

8.35 **Ecology**

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

8.37 **Access Officer Comments**

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

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

8.40 **Noise vibration and air quality**

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

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

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

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

8.43 Lighting

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

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

8.46 Contamination

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

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

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

8.50 **Drainage**

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

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

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

8.54 **Sustainability**

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

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

8.55 **Archaeology**

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

8.57 **Public Art**

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

Conditions

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

recommended that all conditions should be determined under delegated powers.

PLANNING OBLIGATIONS (Section 106 Agreement)

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

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

8.66 CONCLUSION

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

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

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

8.70 RECOMMENDATION

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

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

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

Contact details

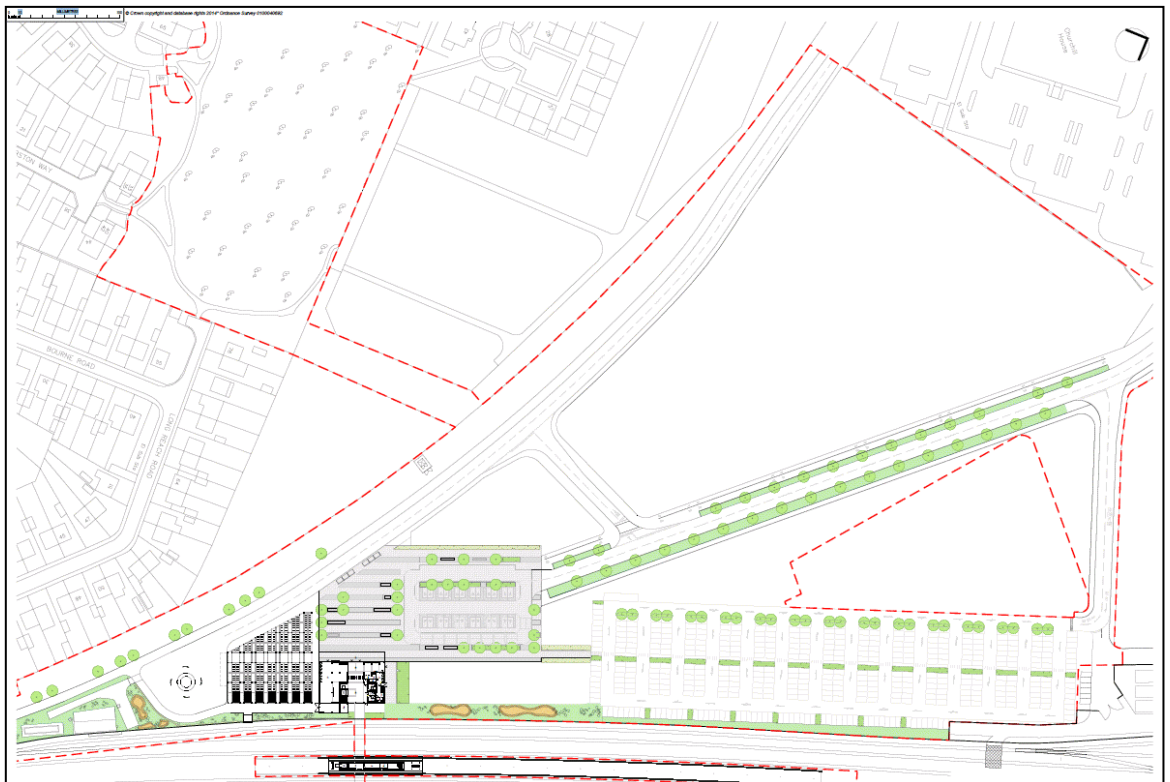
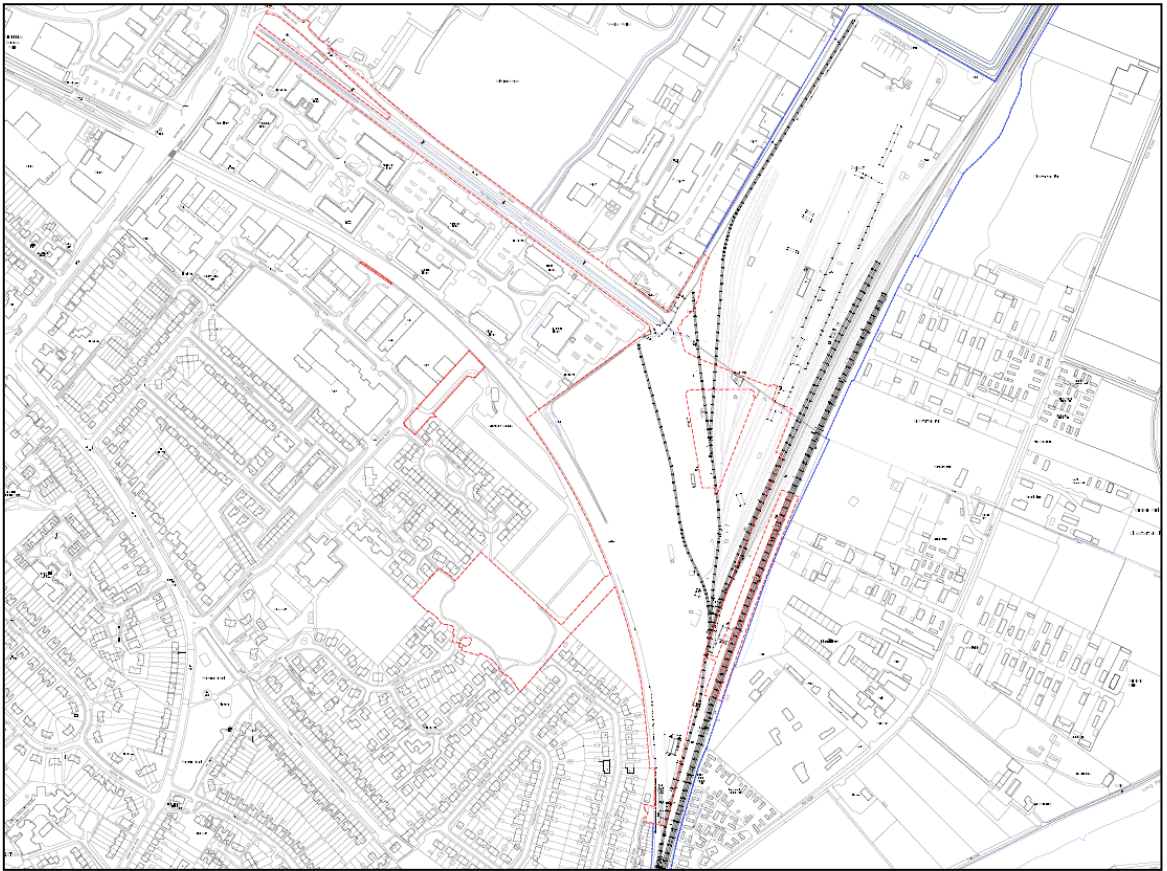
To inspect any related papers or if you have a query on the report please contact:

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APPENDIX A: PLANS AND IMAGES



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

Implementation

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

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

Approved Plans

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

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

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

Material Samples

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

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

Landscaping

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

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

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

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

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

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

Sustainability

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

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

Signage

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

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

Lighting

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

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

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

Ecology

Construction Environmental Management plan (Biodiversity)

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

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

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

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

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

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

The EDS shall include the following.

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

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

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

Landscape and Ecological Management Plan

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

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

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

Contaminated Land

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

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

Water Quality, Flood Risk and Drainage

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

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

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

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

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

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

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

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

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

Construction Environmental Management Plan

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

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

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

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

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

Control of noise from the operation of plant and equipment

18. Unless otherwise agreed in writing by the Local Planning Authority the Rating Level of noise attributable to the operation of plant and equipment associated with the development (excluding the public address system), as defined and assessed in accordance with BS4142:2014, shall not exceed 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).

Control of noise from the station public address system

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

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

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

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

Control of noise from the pickup point and eastern platform

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

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

The approved scheme shall be maintained thereafter.

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

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

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

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

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

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

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

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

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

Odour / Fume:

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

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

Transport and Access

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

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

Cycle and Pedestrian Access

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

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

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

Monitoring

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

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

Traffic Management

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

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

Archaeology

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

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

Amenity

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

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

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

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

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

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

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

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

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

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

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

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

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

Footpath

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

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

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

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

Informative

Enabling Works

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

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

Condition 11

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

Noise and vibration assessment

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

Water Resources Act

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

Surface Water Drainage

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

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

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

6. Air Quality

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

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

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

7. Access links from the Business Park

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

8. Travel Plan

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

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

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

Implementation

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

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

Approved Plans

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

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

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

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

Material Samples

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

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

Landscaping

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

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

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

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

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

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

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

Lighting

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

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

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

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

Ecology

7. Construction Environmental Management plan (Biodiversity)

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

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

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

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

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

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

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

The EDS shall include the following.

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

The EDS shall include off-site compensation measures.

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

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

9. Landscape and Ecological Management Plan

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

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

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

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

Contaminated Land

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

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

Water Quality, Flood Risk and Drainage

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

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

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

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

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

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

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

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

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

Construction Environmental Management Plan

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

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

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

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

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

Transport and Access

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

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

Cycle and Pedestrian Access

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

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

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

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

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

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

Traffic Management

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

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

Archaeology

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

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

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

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

Informative

Enabling Works

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

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

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

Condition 11

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

Water Resources Act

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

Surface Water Drainage

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

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

5. Air Quality

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

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

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

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

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

The Citi2 bus service should serve the Interchange.

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

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

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

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

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

Provision of a managed car share scheme available to station users

Production and implementation of a site travel plan

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

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

6. Access links from the Business Park

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

7. Travel Plan

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

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