

From: John Pearson <johnpearson@schofieldlothian.com>

Sent: 10 December 2021 20:08

To: Charlotte Burton <Charlotte.Burton@greatercambridgeplanning.org>; cambridgesouth <cambridgesouth@networkrail.co.uk>

Cc: Guy Belcher <Guy.Belcher@cambridge.gov.uk>; Sarah Tovell <Sarah.Tovell@cambridge.gov.uk>; Alistair Wilson <Alistair.Wilson@cambridge.gov.uk>; Paul Humphrey <Paul.Humphrey@networkrail.co.uk>; Sara Peters <Sara.Peters@networkrail.co.uk>; Niamh Leonard <Niamh.Leonard@networkrail.co.uk>

Subject: RE: Cambridge South Infrastructure Enhancement Order

Hi Charlotte,

Ahead of our meeting on Monday please find enclosed the following draft documents:

- Draft response to your letters (CCiC - SCDC Response table 211208)
- Draft proposed changes to the design principles (Appendix A Design Principles - JP Dec21 - v3)
- Draft Planning Conditions (addition of condition 4 and update on EV charging) (CSIE - DP Condition Tracker – 211210)
- BNG report (158454-ARC-ZZ-ZZZ-REP-ENV-000008 - Technical Note – Biodiversity Net Gain Assessment updated TWAO boundary)
- Draft structural planting proposal (Cambridge South Station - Location of AZ replacement trees v.2)

I look forward to going through this on Monday

Kind regards

John

Director – Environmental Services
Schofield Lothian
M: + 44 (0)7941 986007

From: Charlotte Burton <Charlotte.Burton@greatercambridgeplanning.org>

Sent: 07 December 2021 17:38

To: cambridgesouth <cambridgesouth@networkrail.co.uk>

Cc: John Pearson <johnpearson@schofieldlothian.com>; Guy Belcher <Guy.Belcher@cambridge.gov.uk>; Sarah Tovell <Sarah.Tovell@cambridge.gov.uk>; Alistair Wilson <Alistair.Wilson@cambridge.gov.uk>

Subject: RE: Cambridge South Infrastructure Enhancement Order

Dear Sara,

Thank you for your letters. Please find attached letter in reply.

John – it would be useful to run through each point in turn when we meet next week please.

In the meantime, if you have any queries then please do not hesitate to contact me.

Kind regards,

Charlotte

Charlotte Burton MRTPI | Principal Planning Officer (Strategic Sites)



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From: Sara Peters <Sara.Peters@networkrail.co.uk> **On Behalf Of** cambridgesouth
Sent: 20 November 2021 07:02
To: Charlotte Burton <Charlotte.Burton@greatercambridgeplanning.org>
Subject: Cambridge South Infrastructure Enhancement Order

OFFICIAL

Dear Charlotte

Please find attached further response to objections in respect of the above Order application.

If you require further information please do not hesitate to contact me.

Kind regards

Sara

 Sara Peters



TWAO Consultation Manager
Capital Delivery – Anglia

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Cambridge City Position – Letter dated 7 December 21

Comment	NR Draft Response
<p>1. Exchange land – adequate mitigation</p> <p>Further information on the landscaping and biodiversity features, and the accessibility and safety of crossing Addenbrooke’s Road is required in order to assess whether the proposed exchange land is appropriate replacement for the loss of existing public open space, in accordance with Local Plan 2018 policy 67.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letters dated 1 October or 18 November. Officers require further information to demonstrate that the landscape and biodiversity, and amenity value of the proposed land will provide adequate compensation for the area of Hobson’s Park to be lost. This also includes demonstrating that the proposed exchange land is accessible safely given its location physically separate from the rest of Hobson’s Park and requiring users to cross Addenbrooke’s Road to move between the park and the proposed land. As no further information has been provided, the Council maintains its objection on this ground.</p>	<p>Network note that safe access to the exchange land would be via travelling under Nine Wells Bridge and once constructed via the new accommodation bridge. This would mean that there is no need to cross Addenbrooke’s Road.</p> <p>Network Rails application for deemed planning is outline in nature and Network Rail believe that the proposed landscape condition is suitable to provide the council with further details regarding the final layout and design of the Exchange Land.</p> <p>The ES Chapters 8 and 13 concluded that there would be no significant negative effects either during the proposed development’s construction or operation phases.</p> <p>In addition Network Rail have committed to achieving 10% Biodiversity Net Gain which will be secured by a planning condition.</p>
<p>2. Exchange land – timing</p> <p>The exchange land to compensate for the permanent loss of public open space and the new access routes outside of the site compound must be laid out and available for use before the use of areas of existing public open space for the</p>	<p>Paragraph 36(1) of the Draft Order, provides that Network Rail shall not under the powers of the Order vest any part of the existing open space until it has vested so much of the replacement land as is equivalent in area to the amount of the existing open space that is required for the authorised works. Paragraph 36(3) provides that Network Rail must lay out as replacement open</p>

Comment	NR Draft Response
<p>development commences, in order to provide satisfactory replacement in accordance with Local Plan 2018 policy 67.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letters dated 1 October or 18 November. The Council maintains its objection on this ground.</p>	<p>space so much of the replacement land which has been vested under paragraph 36(1) before the authorised works are first brought into use. Once Cambridge City Council has certified that the land has been satisfactorily laid out, the land then vests in the Pemberton Trustees and Cambridge City Council. In this way, before NR can acquire the existing open space, NR must lay out the replacement land, get it certified by CCiC and then vest it in the Pemberton's and CCiC.</p>
<p>3. Use of Hobson's Park</p> <p>The temporary use of Hobson's Park must be justified both in terms of the area of land and the duration for which the land is required, and this must be secured through a condition in order to minimise the temporary loss of public open space in accordance with Local Plan 2018 policy 67.</p> <p>Your letter refers to a soil management plan. While a soil management plan is required in respect of the temporary use of Hobson's Park this does not provide a response to the Council's objection above because it does not justify the use of Hobson's Park or demonstrate that the area and duration of use is the minimum required.</p> <p>Updated deposited plans were issued by NR Consents Manager on 26 November which showed a reduced area of temporary land acquisition on Hobson's Park for the site compound. Officers are currently reviewing this and will provide comments in due course.</p> <p>Notwithstanding this, the Council also requires a response from NR to justify the area of land required</p>	<p>Network Rail have been working closely with our construction partners J Murphy & Sons to look at reducing the amount of temporary land take within Hobson's Park. As a result, a large area of the park envisaged for storing excavated material has now been removed from the proposed TWAO. This has reduced the area of Hobson's Park that is required temporarily during construction by around 50%.</p> <p>Network Rail will continue to look at their construction methodology and land requirements and in order to manage the effects of the proposed construction works on the park and associated features have proposed a number of planning conditions which will enable the local authority to control the development this includes the CoCP, Ecological method statement, Arboriculture method statement and tree protection plan and soils management plan. These would all provide greater clarity on how the construction works will be undertaken and the mitigation to limit the effects of those works on the park.</p>

Comment	NR Draft Response
<p>and the duration for which that land is required. This additional information will be reviewed by officers alongside the amended deposited plans before the Council can consider whether this matter has been resolved.</p> <p>Insofar as the soil management plan is concerned, the Council will give consideration to the plan once it has been received but until the Council has had an opportunity to review the plan, officers advise that the Council's objection has not been resolved.</p>	
<p>4. Permanent spoil placement</p> <p>There must be no spoil permanently placed within areas of public open space and this must be secured through a condition in order to ensure that spoil placement does not lead to the permanent loss of public open space or harm to the character of the public open space in accordance with Local Plan 2018 policy 67.</p> <p>Your letter commits to a condition to provide a soil management plan. While a soil management plan is required in order to agree where soil will be placed, the Council also requires a compliance condition to control where soil will NOT be placed. This is in the form of a compliance condition to prevent excavated material being placed within the public open space unless agreed through the soil management plan or landscaping works.</p> <p>Officers discussed wording of a suitable condition at the meeting with the NR Planning Manager on 18</p>	<p>Agreed and included in drafting of current conditions</p>

Comment	NR Draft Response
<p>November which was subsequently drafted and proposed by the NR Planning Manager (sent on 22 November) as follows:</p> <p><i>No excavated material or other material shall be placed within public open space, including Hobson's Park, other than in accordance with the approved landscaping details or the approved details for temporary storage contained within the approved soil management plan.</i></p> <p>Officers advise that the Council requires this condition to be agreed in the Statement of Common Ground before this matter can be resolved.</p>	
<p>5. Trees</p> <p>The application has not demonstrated compliance with Local Plan policy 71 for the preservation and protection of trees and hedges. An Arboricultural Implications Assessment (AIA) and Arboricultural Method Statement (AMS) must be submitted prior to determination, and the impact on Tree Preservation Orders (TPOs) and other trees and hedges must be minimised and mitigated through protection measures and replacement planting secured through conditions.</p> <p>Your letter refers to conditions to secure the implementation of tree protection measures. While such conditions are necessary, this is not sufficient to resolve the Council's objection. As matters currently stand, the Council is not satisfied that the potential impact on trees and hedges can be satisfactorily addressed through</p>	<p>The indicative landscape plans submitted with the deemed planning permission show the areas of planting proposed to be removed.</p> <ul style="list-style-type: none"> • Cambridge South Station – North of Addenbrookes Bridge Indicative Landscape Plan -Sheet 1 of 4 (Drg ref. 158454-ARC-00-ZZ-DRG-EEN-000074) • Cambridge South Station Indicative Landscape Plan - Sheet 2 of 4 (Drg 158454-ARC-00-ZZ-DRG-EEN-000075) • Cambridge South Station – South of Nine Wells Bridge Indicative Landscape Plan -Sheet 3 of 4 (Drg 158454-ARC-00-ZZ-DRG-EEN-000076) • Shepreth Junction Indicative Landscape Plan -Sheet 4 of 4 (Drg 158454-ARC-00-ZZ-DRG-EEN-000077) <p>Network Rail have since removed the hammerhead from plot 12 which will reduce the land take in the vicinity of Long Road Sixth Form College (Drg ref. 158454-ARC-00-ZZ-DRG-EEN-000074)</p>

Comment	NR Draft Response
<p>conditions because no information has been provided about the extent of tree and hedge loss and the options for mitigation.</p> <p>Therefore, while officers are happy to engage with NR in respect of the wording of any possible conditions to secure the implementation of tree protection measures, the Council requires submission of further evidence in respect of the extent of tree and hedge loss and the potential mitigation for that loss BEFORE the Council is in a position to agree that this issue can be satisfactorily addressed by way of conditions.</p> <p>At our meeting with NR Consents Manager on 5 October, officers were advised that the AIA and AMS would come much later on in the process, but that further information may be provided. The Council requires information about the loss of trees and options for appropriate replacement planting to mitigate any impact before the Council can consider whether this issue can be satisfactorily resolved by way of condition.</p> <p>Any additional information provided will be reviewed by the Council before it can consider whether this matter has been resolved.</p>	<p>and reduced the area of Hobson park required to support construction by about 50%. This is reflected in the updated Order Plans provided to the council.</p> <p>During construction Network Rail have agreed to the inclusion of a condition regarding the submission of an Arboricultural Method Statement and Tree Protection Plan (TPP). This should ensure that trees are protected and maintained during the construction works. The TPP will set out the details of protection measures to minimize the loss of trees including within plot 12 at Long Road Sixth Form.</p> <p>The Parameter Plan, Land Use and Landscape plan drg ref. 158454-ARC-ZZ-ZZ-DRG-LEP-000101, included as part of the deemed planning permission showing at a high level the proposed permanent landscaping. Further information will be provided for the local authorities approval through the proposed landscape planning condition for their approval. It should be noted the condition requires that the Landscaping scheme must be in accordance with Parameter Plan 158454-ARC-ZZ-ZZ-DRG-LEP-000101.</p> <p>The impact on trees has been assessed in the ES, both in Chapter 8 (Biodiversity) and Chapter 13 (Landscape and Visual) which conclude that subject to the proposed mitigation measures there would be no significant adverse effects during the construction and operation of the proposed CSIE project.</p>
<p>6. Structural planting in Hobson’s Park</p> <p>During discussions with NR and following correspondence with representatives for AstraZeneca, officers have been made aware that the boundary of</p>	<p>Network Rail propose the following measures to address this which will be captured in revised design principles which the Landscape Plan should adhere to. This will be subject to the local</p>

Comment	NR Draft Response
<p>the permanent and temporary land acquisition includes land within the AstraZeneca site, specifically land within the site boundary of the reserved matters consent for the AstraZeneca South Plot development, which has come forward under the outline consent for the Cambridge Biomedical Campus (CBC).</p> <p>As NR are aware, the outline consent for the CBC secured structure planting along the western boundary of the CBC along the railway line, and secured strategic gaps connecting the green open space within the retained Green Belt with open spaces within the CBC, including one gap which aligns with the station proposals. These elements of structural planting are important components of the mitigation for the CBC.</p> <p>The Council has been informed that the areas of permanent and temporary mitigation mean that the structural planting along the railway line must be removed and cannot be replaced, and that the station platform including the walkover will align with the strategic gap. As a result, the CBC mitigation cannot be achieved in accordance with the outline consent if the station works go ahead.</p> <p>It is critical that the proposal includes appropriate mitigation for the loss of structural planting within the CBC. The Council's landscape officer has met with NR Landscape Consultant to discuss options for replacement planting on the eastern side of Hobson's Park. This would require planting mature large specimens and with ground and soil preparation which promotes the fast establishment of trees.</p>	<p>planning authorities final approval under the Landscape planning condition.:</p> <ul style="list-style-type: none"> • to instal a green fence between AZ and Network Rail. This details of the fence would be submitted through the landscape scheme as part of the deemed planning conditions. • To include replacement planting for the structural planting lost on the western boundary of the railway adjacent AstraZeneca development plus a 10% net gain. <p>In addition Network Rail propose to provide drafting in the order to amend to protect AstraZeneca from any future enforcement action.</p> <p>(See sketch of proposed planting)</p>

Comment	NR Draft Response
<p>The Council's landscape officer has advised that a suitable planting scheme could be implemented to mitigate this impact, however these details must be secured through inclusion in the Design Principles document. Officers advise that the Council requires submission of an updated Design Principles document to review before this matter can be resolved.</p>	
<p>7. Hobson's Park – temporary and permanent work</p> <p>The use of existing public open space for the creation of new access routes and temporary work required for the construction must be the minimum requirement and must be justified.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letters dated 1 October or 18 November. Please provide a formal response.</p> <p>Your letter refers to our comments on the notation of the pedestrian and cycling route on Parameter Plan 1: Access and Movement requesting this is amended to read 'Proposed segregated new pedestrian and cycle access'. You have responded to explain that the detail of the route will come forward through the discharge of conditions which will allow further discussion with stakeholders. Officers advise that the Council accepts this.</p>	<p>Agreed</p>
<p>8. Hobson's Park – landscaping of routes</p> <p>The layout of new routes across the public open space should consider the impact on the remaining green spaces between the routes, and any resulting</p>	<p>The layout of new routes within the order limits through the park will depend on the final landscape scheme and these routes will be submitted as part of the Landscape proposals under the proposed planning condition.</p>

Comment	NR Draft Response
<p>changes to the management regime required or to the use of these spaces for recreation.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letters dated 1 October or 18 November. The Council maintains its objection on this ground.</p>	<p>Routes outside the Order limits should remain as they are.</p>
<p>9. Timing of exchange land and new access routes</p> <p>The exchange land and the new access routes outside of the site compound must be laid out and available for use prior to commencement of the use of the existing open space for the works, which must be secured through an amendment to paragraph 36 of Part 4 of the draft Order. Confirmation that the exchange land will be secured for public open use in perpetuity through the draft Order must be provided.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letters dated 1 October or 18 November. The Council maintains its objection on this ground.</p>	<p>Network Rail are reviewing their Programme.</p>
<p>10. Pedestrian link beneath Cambridge Guided Busway</p> <p>The pedestrian link across the Cambridge Guided Busway between Hobson's Park and the Active Recreation Area must be complete before the existing connection beneath the Cambridge Guided Busway is lost. This must be secured through the Order.</p>	<p>Agreed, suggest a planning condition</p>

Comment	NR Draft Response
<p>This matter was raised in our Statement of Case and has not been addressed in your letters dated 1 October or 18 November. The Council maintains its objection on this ground</p>	
<p>11. Commuted sums towards increased maintenance costs</p> <p>The Council is reviewing the implications of the proposed works on the maintenance costs for Hobson's Park. This includes additional costs of maintaining any paths, hard surfacing and structures that fall within the Council's maintained areas, and the additional cost of maintaining tree planting on the western side of the railway line as replacement planting for the trees to be lost on the CBC. Officers will discuss this further with NR and provide an estimate of any additional costs for which contributions will be need to be agreed.</p>	<p>Network Rail are willing to enter into negotiations about how maintenance of the park will be funded going forward.</p>
<p>12. Biodiversity Net Gain (BNG)</p> <p>The application has not provided sufficient information to demonstrate the minimum 10% biodiversity net gain target is achievable and can provide appropriate mitigation on or near to the site, and as a result has not demonstrated compliance with Local Plan 2018 policies 69 and 70, and NPPF 2021 paragraph 174.</p> <p>Your letter refers to conditions to secure the delivery of the 10% BNG target. While this condition is necessary to approve the detail of the ecological mitigation, this is not a sufficient response to the matter above as it does not demonstrate that this target is achievable and can</p>	<p>See attached updated BNG Technical note. In terms of what we will be seeking to provide off site through the County Council it would comprise the following:</p> <ul style="list-style-type: none"> • Grassland: 5.48ha or 38.54 units • Woodland: 3.45ha or 8.87 units • Scrub: 0.93ha or 8.70 units • Ponds: 1.1ha or 9.29 units <p>We continue to seek to secure agreement with the County Council to achieve this.</p>

Comment	NR Draft Response
<p>provide appropriate mitigation. This is because there is no further information about the deliverability of biodiversity enhancements.</p> <p>Your earlier letter dated 1 October and meetings with the NR Consents Manager have confirmed that NR has entered into discussions with Cambridgeshire County Council with a view to securing an Options Agreement for the provision of all the BNG units required to meet the 10% target at Lower Valley Farm in Fulbourn.</p> <p>The letter advised that once discussion have progressed further with the County Council, NR will be able to provide confirmation that it has secured the mechanism for delivering the required 10% BNG. Officers have been advised that NR are aiming to secure the Option Agreement with the County Council ahead of the public inquiry.</p> <p>In addition to this, officers understand that the BNG calculations submitted with the TWAO application for the 'worst case scenario' are being updated to reflect the changes to the site compound area and to landscaping and that the calculations will be reissued to the Council, however officers have not had sight of this.</p> <p>The Council currently maintains its objection on these grounds which have not been addressed. Officers look forward to receiving the updated BNG calculations and further information on the proposed mitigation to review before the public inquiry. This additional information will be reviewed by the Council before it can consider whether this matter has been resolved.</p>	

Comment	NR Draft Response
<p>13. Birds</p> <p>The potential impact on the breeding population of Corn Bunting along the line of the rail track and construction route, and on Corn Bunting and Skylark nesting within Hobson's Park needs to be given more weight in the assessment of the impact on existing biodiversity, in accordance with Local Plan 2018 policies 69 and 70.</p> <p>Your letter advises that NR are looking into whether additional mitigation is necessary to reduce the potential impact on the breeding population of Corn Bunting and nesting of sky larks within Hobson's Park. This matter was raised in our Statement of Case and has not been addressed in your letters dated 1 October or 18 November. The Council does not agree that this issue has been resolved and requires further information on the availability of options for mitigation to review before it can consider whether this matter has been resolved.</p>	<p>The potential permanent displacement of corn buntings due to disturbance has also been highlighted by Cambridgeshire City Council. In response to this, the highest number of corn bunting territories were recorded in the recently created habitats of Hobson's Park. This area has been established within the past 10 years for recreation and as a nature reserve for the adjacent Great Kneighton development. Therefore, corn buntings have successfully colonised newly created habitats within a short period of time despite extensive construction taking place immediately to the east (Great Kneighton) and the west (the AstraZeneca development), and the construction of Addenbrookes Road and the Guided Busway routes across the park in 2008. Such construction will have created the types and scale of disturbance similar to those likely from the proposed scheme. The recolonisation of the area by corn bunting is testament to their resilience in this location.</p> <p>In the permanent scheme habitat for corn buntings can be provided along the edge of the Exchange Land. During construction proposals to provide mitigation along the Haul Road can be included within the Construction Ecological Method Statement. The details of this mitigation will be subject to the local planning authorities approval under the proposed deemed planning conditions.</p> <p>Network Rail can include details to provide Corn Bunting Habitat within the final landscape scheme in the design principles. This would state 'Network Rail will include suitable habitat for Corn</p>

Comment	NR Draft Response
	Buntings within the southern boundary of the proposed exchange land.'
<p>14. Green Belt</p> <p>The application has not made a full and clear case to demonstrate the proposal would not be inappropriate development within the Green Belt in accordance with the NPPF paragraph 150 and Local Plan policy 4, or that very special circumstances exist, in accordance with NPPF paragraph 148.</p> <p>You have referenced the Department of Transport Strategic Outline Business Case for Cambridge South Station which sets out the requirement for the station and how the proposed location was identified, and the Planning Statement which explains how this meets Green Belt policy in accordance with the NPPF 2021. The Council acknowledges that NR has put forward a case for the proposal being not inappropriate development in the Green Belt. Officers do not make a judgement as to whether the proposal complies with the NPPF in this regard but are now satisfied that the Inspector has satisfactory information to consider the matter.</p>	Noted
<p>15. Drainage</p> <p>Details as requested by the Sustainable Drainage Engineer must be submitted prior to determination in order to demonstrate the proposals comply with Local Plan policy 32 relating to flood risk.</p>	Noted

Comment	NR Draft Response
<p>Your previous letter dated 1 October provided a detailed response to the issues raised by the Council's sustainable drainage engineer. Officers have reviewed this and confirmed this was acceptable in an email to NR Consents Manager dated 5 October. Officers advise that the Council's objection has been resolved.</p>	
<p>16. Green roofs</p> <p>The proposals for biodiverse green roofs must be confirmed as to whether or not they are required as part of the LVIA and Green Belt mitigation.</p> <p>Your letter states that given the current stage of design, NR cannot confirm the exact location and amount of green biodiverse roof as part of the proposed development. As a result, no amendments will be made to remove the word 'potential' from the Parameter Plan: Land Use and Landscape drawing.</p> <p>While the Council acknowledges that there is not yet a detailed design for the station, officers have requested in the comment above clarification from NR about whether a biodiverse green roof is required as part of the LVIA and Green Belt mitigation. The Council requires confirmation on this with reference to the submitted documents for the Council to review before this matter can be resolved.</p> <p>Regarding the wording of the draft condition to secure details of biodiverse green roofs, officers have discussed this at meetings with NR Planning Manager. The Council accepts that the detail of the roof could come forward under the condition requiring the detailed</p>	<p>Drafting included in proposed update to Design principles. See attached</p>

Comment	NR Draft Response
<p>design of the station building and landscaping details, so that a separate condition is not required.</p> <p>Notwithstanding this, the Council requires that the specification for the substrate and mix of species and a maintenance plan for the biodiverse green roof – as detailed in the draft condition wording requested by the Council – must be included in the Design Principles document and must be complied with unless there are planning or biodiversity reasons which make this not possible. The Council requires submission of an updated Design Principles document to review before this matter can be resolved.</p> <p>Your letter also responds to our comments on biodiverse green walls requesting details of this feature as many types are not sustainable and are high maintenance. You have responded to explain that this detail would come forward through the conditions. Officers advise that the Council accepts this.</p>	
<p>17. BREEAM</p> <p>A condition for submission of a BREEAM pre-assessment demonstrating the scheme is on-target to achieve BREEAM ‘excellent’ rating is required in accordance with Local Plan policies 28, 29 and 31, and the Sustainable Design and Construction SPD.</p> <p>Your response proposes an additional condition to secure submission of a BREEAM pre-assessment. The Council’s sustainability consultant supports the wording of the proposed draft conditions 20, 21 and 22 sent by NR Planning Manager on 22 November. The Council</p>	<p>Agreed and added to the conditions but, we will seek to provide this before the Inquiry</p>

Comment	NR Draft Response
<p>requires this condition to be agreed in the Statement of Common Ground before this matter can be resolved.</p>	
<p>18. Trip generation and cycle parking</p> <p>Cambridgeshire County Council Highways Authority must support the predicted trip generation, modal share and number of cycle parking spaces in accordance with Local Plan policies 81 and 82.</p> <p>Your letter dated 1 October provided a more detailed response with reference to the Transport Assessment. Officers advise that the Council has made its position clear and has nothing further to add. Officers will review the draft condition 19 to secure details of cycle parking as sent by NR Planning Manager on 22 November.</p>	<p>The predicted trip generation, modal share and number of cycle parking has been agreed with the Cambridgeshire County Council Transport Assessment Team.</p>
<p>19. Car parking</p> <p>The maximum number of car parking spaces for each user group must be specified in the Design Principles and details of cycle parking facilities must be secured through the recommended revised wording, in accordance with Local Plan policy 82.</p> <p>Your letter confirms that NR will amend the Design Principles to specify that no more than 9 vehicle parking spaces will be provided within the station forecourt (5 spaces for blue badge holders and 4 spaces for station staff and maintenance staff) and space for no more than 6 passenger and taxi drop-off/pick-up will be provided within the station forecourt. Officers advise that the Council requires submission of an updated</p>	<p>Updated wording in Design principles</p>

Comment	NR Draft Response
<p>Design Principles document to review before this matter can be resolved.</p>	
<p>20. Environmental Health conditions</p> <p>Conditions relating to noise and vibration, lighting and electric vehicle charging points must be secured in order to mitigate the impact on residential amenity and sensitive receptors, in accordance with Local Plan 2018 policies 34, 35, and 36.</p> <p>Your letter confirms that NR does not have an objection in principle to the proposed conditions on noise and vibration, and lighting. The wording of those conditions was discussed between the Council's environmental health officers and NR Planning Manager at the meeting on 18 November. The re-drafted conditions issued by NR Planning Manager on 22 November will be reviewed by officers before the Council can confirm whether this matter has been resolved.</p> <p>Your letter provides no further information in response to the Council's requirement for electric vehicle charging points. This was also discussed between environmental health officers and NR Planning Manager. Officers set out the case for providing electric vehicle charging for Blue Badge Holders at the station. NR Planning Manager explained that this issue has been escalated within NR. Officers advise that the Council requires confirmation that the provision will be made and agreement to a condition to secure this</p>	<p>Network Rail do not currently believe it is reasonable and proportionate to put in the EV charging points at this time. However, they are willing to include passive provision for their future installation given there are only nine parking spaces proposed for the CSIE project. Network Rail have provided amended drafting of the proposed planning condition such that the necessary infrastructure including ducting, capacity within the station network and ability to connect to the grid is provided.</p>

Comment	NR Draft Response
within the Statement of Common Ground before this matter can be resolved.	

South Cambridge DC Position – Letter dated 7 Dec 21

Comment	Who	Response
<p>1. Loss of trees</p> <p>The loss of trees along the railway line and across the scheme must be minimised, and a condition for tree protection measures must be imposed, in accordance with Local Plan 2018 policies HQ/1, NH/2, and NH/4.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letter. The Council maintains its objection on this ground.</p>		<p>The indicative landscape plans submitted with the deemed planning permission show the areas of planting proposed to be removed.</p> <ul style="list-style-type: none"> • Cambridge South Station – North of Addenbrookes Bridge Indicative Landscape Plan -Sheet 1 of 4 (Drg ref. 158454-ARC-00-ZZ-DRG-EEN-000074) • Cambridge South Station Indicative Landscape Plan - Sheet 2 of 4 (Drg 158454-ARC-00-ZZ-DRG-EEN-000075) • Cambridge South Station – South of Nine Wells Bridge Indicative Landscape Plan -Sheet 3 of 4 (Drg 158454-ARC-00-ZZ-DRG-EEN-000076) • Shepreth Junction Indicative Landscape Plan -Sheet 4 of 4 (Drg 158454-ARC-00-ZZ-DRG-EEN-000077) <p>During construction Network Rail have agreed to the inclusion of a condition regarding the submission of an Arboricultural Method Statement and Tree Protection Plan (TPP). This should ensure that trees are protected and maintained during the construction works.</p>
<p>Biodiversity net gain</p> <p>2. Deliverability of biodiversity net gain</p> <p>The application has not provided sufficient Information to demonstrate the 10% biodiversity net gain target is achievable and can provide</p>	Paul	<p>See attached updated BNG Technical note. In terms of what we will be seeking to provide off site through the County Council it would comprise the following:</p> <ul style="list-style-type: none"> • Grassland: 5.48ha or 38.54 units • Woodland: 3.45ha or 8.87 units

appropriate mitigation on or near to the site, and as a result has not demonstrated compliance with Local Plan 2018 policy NH/4, and NPPF 2021 paragraph 174.

Your letter refers to conditions to secure the delivery of the 10% BNG target. While this condition is necessary to approve the detail of the ecological mitigation, this is not a sufficient response to the matter above as it does not demonstrate that this target is achievable and can provide appropriate mitigation. This is because there is no further information about the deliverability of biodiversity enhancements.

Your earlier letter dated 1 October and meetings with the NR Consents Manager have confirmed that NR has entered into discussions with Cambridgeshire County Council with a view to securing an Options Agreement for the provision of all the BNG units required to meet the 10% target at Lower Valley Farm in Fulbourn.

The letter advised that once discussion have progressed further with the County Council, NR will be able to provide confirmation that it has secured the mechanism for delivering the required 10% BNG. Officers have been advised that NR are aiming to secure the Option Agreement with the County Council ahead of the public inquiry.

In addition to this, officers understand that the BNG calculations submitted with the TWAO application for the 'worst case scenario' are being updated to reflect the changes to the site compound area and to landscaping and that the calculations will be reissued to the Council, however officers have not had sight of this.

- Scrub: 0.93ha or 8.70 units
- Ponds: 1.1ha or 9.29 units

We continue to seek to secure agreement with the County Council to achieve this.

<p>The Council currently maintains its objection on these grounds which have not been addressed. Officers look forward to receiving the updated BNG calculations and further information on the proposed mitigation to review before the public inquiry. This additional information will be reviewed by the Council before it can consider whether this matter has been resolved.</p>		
<p>3. LVIA mitigation</p> <p>The application does not provide sufficient detail about the landscape proposals to provide unreserved assurance of the success of the LVIA mitigation, as required by Local Plan 2018 policies HQ/1, NH/2 and NH/8.</p> <p>Your letter refers to the TWAO application as comparable to an outline planning permission which requires suitable planning conditions requiring the local planning authority to agree the detail of the landscaping proposals. Officers advise that the Council accepts that the detail will come forward through the discharge of conditions for the detailed station design and landscape proposals, and that this matter cannot be resolved at this stage.</p>		<p>Noted</p>
<p>4. Deemed planning consent drawings</p> <p>The deemed planning consent drawings must provide more information to control the scale and height of the substation and railway systems compound to the south of Addenbrooke's Road, in order that the buildings integrate into the rural location, in accordance with Local Plan 2018 policies HQ/1, NH/2 and NH/8.</p>		<p>Network Rail note the suggesting update to the drawings but don't propose to amend it as it is clear based on the existing ground level AOD versus the proposed height AOD. This provides sufficient information on the maximum height of the structures.</p>

<p>Your letter refers to Deemed Planning Drawing – Parameter Plan ‘heights’(158454-ARC-ZZ-ZZ-DRG-LEP- 000102 P01) and highlights that this limits the maximum height of structures to 18m above ordnance datum (AOD). You explain that based on the existing AOD, the maximum height of structures would be 4m. The detail of the structures and the landscaping would be come forward through the discharge of conditions. Officers advise that the Council accepts this matter has been resolved.</p> <p>Notwithstanding this, it is recommended for the avoidance of doubt that this drawing is updated to refer to maximum building heights in the annotations or drawing title.</p>		
<p>5. Noise mitigation and attenuation at Great Shelford</p> <p>Site-specific noise mitigation and attenuation measures must be included in the Code of Construction Practice for locations where works will occur that have the potential to adversely impact residential areas of Great Shelford, in accordance with Local Plan 2018 policies HQ/1 and SC/10.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letter. The Council maintains its objection on this ground.</p>		<p>Network Rail will be required to set out the proposed mitigation measures in line with Best Practicable Means (BPM) within the Noise and Vibration Management Plan required under the CoCP Part B and secured by the proposed deemed planning conditions.</p> <p>The Code of Construction Practice Part A requires that the timing of the advanced notifications will be set out in the CoCP Part B following consultation with the local authorities Environmental Health Officers.</p> <p>It would be good practice for Network Rail to consult the Council’s Environmental Health Team prior to submitting the CoCP and Noise and Vibration Management Plan and it would be expected they would be consulted once the formal submission to discharge the condition is made. Network Rail have entered into a Planning Performance Agreement with the GCSP to support this process.</p>
<p>6. Vibration impacts at Shrepreth Branch Junction</p>		<p>Network Rail will be required to set out the proposed mitigation measures in line with Best Practicable Means (BPM) within the</p>

<p>Good and early engagement with the Council and residents on both the mitigation measures and the consultation strategy to minimise the disruption from major construction ground-borne vibration impacts at Shepreth Branch Junction to local residents and impact on mental health, in accordance with Local Plan 2018 policies HQ/1 and SC/10.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letter. The Council maintains its objection on this ground.</p>		<p>Noise and Vibration Management Plan required under the CoCP Part B and secured by the proposed deemed planning conditions.</p> <p>The Code of Construction Practice Part A requires that the timing of the advanced notifications will be set out in the CoCP Part B following consultation with the local authorities Environmental Health Officers.</p> <p>It would be good practice for Network Rail to consult the Council's Environmental Health Team prior to submitting the CoCP and Noise and Vibration Management Plan and it would be expected they would be consulted once the formal submission to discharge the condition is made. Network Rail have entered into a Planning Performance Agreement with the GCSP to support this process.</p>
<p>7. Air quality monitoring on the adjacent minor residential roads</p> <p>Further discussions to secure a programme to monitor the impact on air quality on the adjacent minor residential roads around the development, in accordance with Local Plan 2018 policies HQ/1 and SC/12.</p> <p>Your letter provides a detailed response which in summary advises that it is considered likely that any changes in emissions from idling vehicles would be offset by the reduction in vehicle movements to the Cambridge Biomedical Campus. The Council's Environmental Health team has reviewed this and provided comments as follows.</p> <p>Whilst the station is designed to discourage the use of cars with no drop off/pick up or waiting area, the reality is that for some customers this station will prove to be more convenient than either the north or central station,</p>		<p>Noted</p>

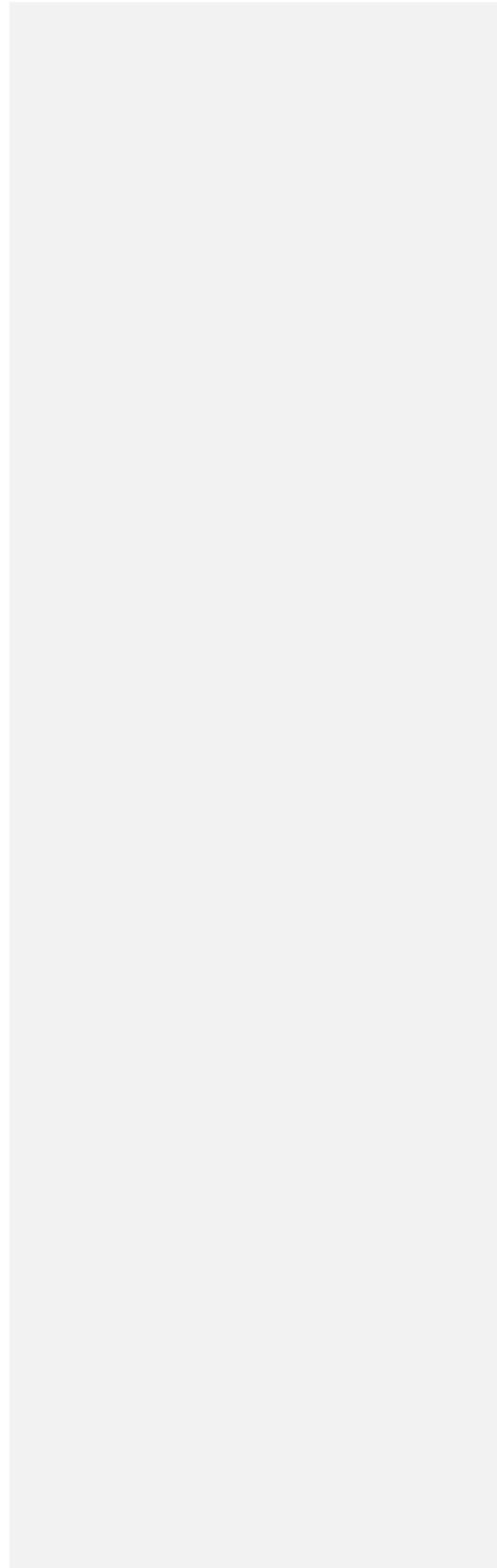
<p>and a percentage of customers will be driven to the station; it is not realistic to assume that all customers will walk, cycle or use public transport to the station. This could impact on the local roads around the station due to people waiting/idling in cars to drop off or pick up.</p> <p>However the Environmental Health team agrees with NR that this is obviously extremely difficult to quantify and air quality monitoring is unlikely to be an effective way to monitor this issue. Whilst this will impact on air quality around local roads this will be more effectively managed as part of a wider traffic management programme around the station which is a matter for the Highways Authority.</p> <p>Therefore, officers advise that no further information is required on this matter.</p>		
<p>8. Artificial lighting condition</p> <p>Replacement wording for the artificial lighting condition is required to secure compliance with the relevant guidance relating to construction and operational lighting, in accordance with local Plan 2018 policies HQ/1 and SC/9.</p> <p>Your letter does not provide a response on this, however officers have discussed the wording of the draft condition for lighting details with the NR Planning Manager on 18 November. It was agreed that construction lighting would be covered in the Code of Construction Practice and that operational lighting would be controlled through a separate condition</p>		<p>noted</p>

<p>requiring submission of a detailed operational lighting scheme.</p> <p>The wording of these conditions should require compliance with the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light - GN01/20 (2020)(or as superseded)', as detailed in our comments. Officers advise that the Council requires agreed wording for a condition to be included in the Statement of Common Ground before the Council considers this matter to be resolved.</p>		
<p>9. Engagement in wider Addenbrooke's Hospital campus masterplanning</p> <p>Network Rail must commit to engage in the review of the wider masterplan for the Addenbrooke's Hospital campus currently being undertaken by the Cambridge University Hospitals NHS Foundation Trust to address connectivity issues, in accordance with Local Plan 2018 policies HQ/1 and TI/2.</p> <p>Your letter advises that NR are engaging with the relevant stakeholders. Officers advise that no further information is requires on this matter at this stage.</p>		<p>Noteda</p>
<p>10. Impact on cycle route NCN 11 at Shepreth Branch Junction</p> <p>The works to the railway line at Shepreth Branch Junction must minimise the impact on the NCN 11 route and be considered carefully alongside the timing of works to other routes within the area to minimise disruption to users. Network Rail must</p>		<p>Network Rail do not object this and will seek to update the CoCP Part A. However, it is noted this detail could be included within the CoCP Part B which the council approve.</p>

<p>consult with the Council, local cycling groups, Great Shelford Parish Council and other user groups.</p> <p>Your letter refers to discussions with the Council. Officers discussed this matter with NR Consents Manager and NR Planning Manager on 5 October. NR explained that a short stretch of the NCN 11 route near Webster's Level Crossing would be closed to allow for the construction compound. NR explained that this would be overnight closure only. NR has considered options to divert the route, however an alternative arrangement to marshal cyclists and pedestrians through the compound during the night closures is the preferred option.</p> <p>While the detailed arrangements would be included in the Code of Construction Practice Part B to be secured through condition, officers requested that NR provide a commitment to minimise closures and to provide marshalled access, or a diversion, with specific reference to this area within the Code of Construction Practice Part A submitted with the TWAO application. Officers advise that the Council requires an updated Code of Construction Practice Part A to review before this matter can be resolved.</p>		
<p>11. Works affecting the Scheduled Ancient Monument</p> <p>The works affecting the Scheduled Monument must be minimal and must have the support of Historic England and Cambridgeshire County Council Archaeology Team, and mitigation must be secured through conditions, in accordance with Local Plan 2018 policies HQ/1 and NH/14.</p>		Noted

<p>Your letter advises that NR are engaging with Historic England in respect of the Scheduled Ancient Monument, and that associated Scheduled Monument Consent will be applied for. Officers have also discussed the wording of a condition to secure a programme of archaeological investigation works, and are currently awaiting feedback from the Cambridgeshire County Council Archaeology Team with respect to the trigger for this condition in relation to other site investigation and enabling works. Feedback will be provided separately to the NR Planning Manager. Officers advise that the wording of an agreed condition must be included in the Statement of Common Ground before the Council considers this matter to be resolved.</p>		
<p>12. Awarded Watercourse informative</p> <p>An informative should be applied to advise the applicant of the requirement to obtain land drainage bye law approval by the Council for works affecting the awarded watercourse.</p> <p>The Council has provided a copy of the Bye Law to the NR Consents Manager. Your letter advises that NR will continue to discuss this matter with the Council. This matter will be dealt with the land drainage bye law approval which will come forward at a later date, and therefore officers advise that the Council considers this matter to be closed for the purposes of the TWAO application.</p>		<p>Noted</p>

APPENDIX A: DESIGN PRINCIPLES



1.0 INTRODUCTION

Cambridge South Station is part of the Cambridge South Infrastructure Enhancements Project (the proposed Development) for which Network Rail (NR) will be seeking powers to construct and operate by submitting an application for a Transport and Works Act Order. Simultaneously, NR will also be making a request for deemed planning permission for the siting, massing and volume of the station and associated structures.

This [Appendix](#) describes the Design Principles that underpin the design and integration of Cambridge South Station into its context. They are written to capture the key principles documented in the Design and Access Statement (DAS) that have shaped the design thus far, which have informed the architectural strategy in locating and arranging the station facilities and access provisions.

Compliance with the Design Principles will be a requirement secured through a planning condition associated to the deemed planning request.

Submissions to discharge the relevant building design and landscaping conditions will be in accordance with the parameter plans formed as part of the deemed planning request and will require a Design Compliance Statement to demonstrate how those proposals comply with this document.

The Design Principles will be maintained and developed in the future detailed design and delivery phases of the proposed Development.

Stations add value to the local areas they serve and must be inclusive and connect people and places in a way which can be used by anyone.

'Our aim: To enhance our identity as an organisation and ensure our assets are connected to the communities they serve, by seeking out opportunities that capture the wider benefits of our work.'

Our Principles of Good Design, Network Rail

'The Government attaches great importance to the design of the built environment:

Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.'

Paragraph 56 of the National Planning Policy Framework (NPPF)

'The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.'

Paragraph 124 of the National Planning Policy Framework (NPPF)

The proposed new station is located to serve the Cambridge Biomedical Campus (CBC), which is the largest centre of medical research and health science in Europe and includes the wider Cambridge University Hospital and Royal Papworth Hospital on the wider Addenbrooke's Campus. As such, the new station will provide improved and more sustainable connectivity in the region, providing direct access to potential routes on the rail network for those in South Cambridgeshire, and further afield.

Whilst the proposed Development includes rail infrastructure beyond the station demise to support its feasibility such as track works, line side compounds and removal of two level crossings, these Design Principles only concern the proposed station.

The proposals progressed to date are the result of an iterative design process informed by the Strategic Outline Business Case Project Objectives, the Cambridge City Local Plan, technical route development, public and key stakeholder consultation and pre-application meetings with the Greater Cambridge Shared Planning (GCSP).

Table 1: Strategic Outline Business Case Project Objectives

1.	Increase public transport connectivity between the Cambridge Biomedical Campus and international gateways, in recognition of its international significance.
2.	Improve sustainable transport access to housing, services, and employment within the Cambridge Southern Fringe and Biomedical Campus area, to fulfil existing and future demands.
3.	Minimise highway congestion associated with the Southern Fringe and Cambridge Biomedical Campus by increasing the mode share for sustainable transport modes.
4.	Reduce reliance on central Cambridge transport infrastructure for serving the Southern Fringe and Biomedical Campus.
5.	Be capable of integrating with and enhancing the opportunities presented by Thameslink and East West Rail, to support development of the Biomedical Campus as part of the Golden Triangle life sciences cluster.

2.0 PURPOSE

A railway station serving the busy and thriving CBC is essential to provide sustainable travel and public transport for patients, residents, commuters and national and international visitors in this area of projected growth. A series of Design Principles have been developed to set out the framework for the detailed design of the station and associated works to help not just deliver the design quality and performance standard of the station and surrounding public realm, but to ensure it is an appropriate response to the context within which it is located.

The Design Principles also provide assurance and confidence to stakeholders that the future station will be well designed. They inform the future design of the overall form as well as details of materials, which will be required through planning conditions attached to the deemed planning request.

This Appendix should be read in conjunction with the DAS which describes the wider context, the design of the proposed Development in terms of layout, access and landscape and illustrates the design intent in terms of scale and appearance, illustrating how the proposed Development could meet the technical requirements of the objectives to provide a suitable new station and environment that would improve connectivity for all.

3.0 PROPOSALS

In developing the basis of the illustrative concept for the station, which is constrained by the adjacent AstraZeneca plot to the East, Cambridgeshire Guided Busway (CGB) overbridge to the North and Hobson's Park to the West, we have developed key Design Principles which are consistent with Network Rail's Principles of Good Design and provide the framework for a contextual design approach which seeks to maximise the overall benefit provided by the proposed Development and demonstrate compatibility with relevant local planning policy frameworks and wider Local Plan.

The general basis of these principles is as follows:

1. **Identity** – a station that is developed in a way which provides value for money and a high-quality experience to the user.
2. **Passengers** – meets the needs of passengers in the form and function of the station and improve and simplify journeys.
3. **Community** – balance station infrastructure requirements with forming a new accessible place within the local community and accessing trains and meeting people who arrive by train.
4. **Inclusive** – the design approach will ensure the overall journey experience from forecourt to train is intuitive and accessible to all.
5. **Collaborative** – the proposed Development will continue engage its users and neighbours to support positive outcomes for all.
6. **Connected** – the layout should support the simple and intuitive movement of people, connecting one mode of transport to another, where passenger experience is at the forefront of design considerations.
7. **Contextual** – the station will integrate well into its context, responding to the character and form of Hobson's Park to the east and the wider landscape beyond. To the west, it will provide a well-integrated frontage to the wider CBC campus.
8. **Innovative** – a design that minimises its impact on the environment and that allows for future adaptation and change.
9. **Sustainable** – the station will be designed in a way which considers the whole life cycle of the proposed Development to minimise waste and provide future flexibility.

3.1. Identity

An appropriate response to context will ensure that the local character is protected and enhanced. The proposed development should create a scale and form that is appropriate to existing buildings, the public realm and open spaces, which complement the local identity of an area.

Proposals are therefore to be developed in a way which includes variety and interest within a coherent, place-responsive design. One which is legible and creates a positive sense of place and identity whilst also responding to the local context and respecting local distinctiveness.

The proposed station will respond to the following principles:

No.	Design Principle Name	Design Principle
3.1A	Identity	The development of the station form provides an opportunity to capture the identity of a functional and sustainable community asset that is integrated within its context.
3.1B	Placemaking	Through its layout and materials, the intent is to provide a sense of place for passengers arriving at the station where the entrance concourse integrates with the public realm and open spaces on its east and west frontages. to provide a useful and intuitive space.
3.1C	Be appropriate to its setting <u>and Conserve the character and form of the green corridor, Hobson's Park to the west and the open countryside beyond</u>	By careful consideration of the landscape elements, form and materials balance visual legibility of the Station from key destinations, with visual and physical integration into Hobson's Park and Green Belt.
3.1D	Provide a positive addition to the CBC public realm	The proposed eastern station entrance will interface with the Biomedical Campus public realm and respond to the specific landscape character of the area.
3.1E	Conserve the character and form of the green corridor, Hobson's Park to the west and the open countryside beyond	Principle to this is the preservation of the green corridor (forming part of Cambridge's Green Belt) as an area of permanent openness from the city's edge towards its historic core, achieved by placing the station tight up to the railway and by minimising its footprint and that of its associated infrastructure.
3.1F	Frontage to the east	Provide <u>ing improved accessibility</u> an accessible entrance on the eastern side of the Railway to jobs on the providing access to the CBC and services at the hospitals are a key justification for the station location. Transport modelling has supported this and it would also provide the opportunity for an international gateway to the CBC as set out in the Strategic Outline Business Case.

3.2. Passengers

With customer satisfaction and well-being forming vitally important criteria which encourage people to use rail travel, the proposed footprint includes sufficient and inclusive facilities and public realm.

The footprint has been influenced by dynamic passenger modelling to ensure the safe and efficient flow of passengers at peak hours and future growth can be accommodated and through consultation we have been able to better understand the users, accommodate their needs and aspirations to positively influence the proposals.

In summary the proposed station will:

No.	Design Principle Name	Design Principle
3.2A	Form a gateway	The Station Entrance to the east will form a junction with Francis Crick Avenue, set within a new public realm that seamlessly links and integrates with the surrounding context and environmental mitigation of previous schemes.
3.2B	Cater for different passengers	To the west, there will be a Station Entrance in the north east corner of the park interfacing with the existing park access routes to provide safe, and level access straight into the station.
3.2C	Improve passenger experience through good station design	Whilst meeting the future demands of passengers, the passenger experience is to be enhanced by creating a sense of space and light, seamlessly integrating the upper- and lower-level passenger spaces with the external public realm <u>including Hobsons park and the CBC-western wildlife and eastern Biomedical Campus.</u>
3.2D	Treat all passengers equally	Consider the experience and environment for users through inclusive design.
3.2E	Maximise benefits to as many people as possible	By undertaking passenger demand and incorporating the results within the proposals, the proposed Development will provide sufficient access which is catered for different users entering, exiting or waiting at the station.
3.2F	Create a new accessible interchange appropriate to the context	The proposed works will maximise opportunities for urban greening whilst providing suitable amenities such as cycle parking, lifts, wayfinding and connected spaces that are intuitive with careful consideration of desire lines both within and beyond the station.
3.2G	Fully accessible	From the ground floor accommodation through to the platform environment, the design is inclusive for users of the station and in keeping with its neighbours experiencing it as a back drop.
3.2H	Provide space for information	Information about transport options are accessible and easy to find.
<u>3.2G</u>	<u>Car Parking</u>	<u>No more than 9 vehicle parking spaces will be provided within the station forecourt (5 spaces for blue badge holders and 4 spaces for station staff and maintenance</u>

		<u>staff) and space for no more than 6 passenger and taxi drop-off/pick-up will be provided within the station forecourt.</u>
3.4C	<u>Accessible and flexible, public transport interchange</u>	<u>A variety of covered cycle parking areas to both sides of the station to suit various types of bicycles are to be provided, as well as accessible taxi and kiss and ride areas including ramps/ lifts for evacuation to ensure the station provides a fully accessible and flexible, public transport interchange.</u>

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3.3. Community

The proposed Development will balance local community requirements with infrastructure and functional asset requirements by engaging with key residents, business, community groups and recreational users and site operators within the local area to enable better coordination between public and private resources and improved outcomes for the community.

In summary the proposed station will:

No.	Design Principle Name	Design Principle
3.3A	Be permeable to the community it serves	The Station will form a highly visible Station Entrance to the east forming a junction with Francis Crick Avenue, set within a new public realm that seamlessly links and integrates with the surrounding context and environmental mitigation of previous schemes.
3.3B	Have a positive visual appearance	By creating a considered experience for the user and wider community, specifically from the existing development around it.
3.3C	Consider community opportunities	Design of the station will take into account community feedback to drive a design in keeping with the local context and priorities.
3.3D	Provide space for people	Space will be provided for movement, waiting and meeting of people in varying weather conditions.
3.3E	Minimise impact on neighbours	Maintenance requirements of the works are considered at the earliest design stages and sustainable solutions considered as an intrinsic part of the design.

3.4. Inclusive

The designs should ensure the overall journey experience from forecourt to train is simple and places people at the heart of the design process.

In summary the proposed station will be designed in a manner which allows people to use them in an inclusive way and reduces barriers to access and participation as well as being:

No.	Design Principle Name	Design Principle
3.4A	Resilient	The station is designed to be resilient to future climate change, and the space to support passenger growth.
3.4B	Enhanced accessibility	The proposed Development will continue to listen to its users and provide suitable and accessible space in the layouts ensuring the station is as inclusive as possible to all users and staff.
3.4C	Considerate	A variety of covered cycle parking areas to both sides of the station to suit various types of bicycles are to be provided, as well as accessible taxi and kiss and ride areas including ramps/ lifts for evacuation to ensure the station provides a fully accessible and flexible, public transport interchange.
3.4D	Convenient	Proposals shall have a detailed design that is safe and considers the convenience of the users and appropriateness to the context of the adjacent landscape character.
3.4E	Provide considered and accessible places for people	Spaces for seating, information about transport options will be accessible and easy to find.

Commented [JP1]: Repeats section 3.2

Commented [JP2]: Move to 3.2

Commented [JP3]: Repeats 3.1

Commented [JP4]: Repeats 3.2

3.5. Collaborative

The proposed station area is of interest to multiple stakeholders, therefore it is crucial to seek all parties support both economically and socially through engagement to capture the greatest benefit from the proposed Development for all.

A mitigation plan has been developed to respond to the Environmental Impact Assessment and consultees and stakeholders have to date informed the station layout, proposed materials and access arrangements.

In summary the proposed station will:

No.	Design Principle Name	Design Principle
3.5A	Engage	To ensure the proposals lead to a successful outcome focused on people and places they will continue to be developed around an open dialogue with people, communities and its neighbours.
3.5B	Listen	The proposed Development will listen to its users and shall be developed through a multi-disciplinary collaborative design process such that all features of the proposed Development, maintenance access, its integration with the surroundings, and environmental mitigation are coordinated.
3.5C	Collaborate	Prior to the submission of conditions relating to the detailed design of the station the proposed Development will engage with the Cambridgeshire Quality Panel.
3.5D	Review	The proposed Development will continue to engage and consult with key stakeholders such as the City Council's Access Officer and NR's Built Environment Accessibility Panel.

3.6. Connected

The success of transport infrastructure relies on simplifying journeys, connecting one mode of transport to another, putting passenger experience at the forefront of design considerations. The Transport Assessment has identified that 60% of trips to the railway station expected to be by foot; 24% by cycle; 10% by other public transport; and 5% by taxi or drop off the station has been developed to ensure it is well-connected to enable easy access for all to jobs and services using sustainable modes such as pedestrians, buses, bicycles and the potential future CSET route.

In summary the proposed Development will:

No.	Design Principle Name	Design Principle
3.6A	Create a new accessible interchange appropriate to its context	The proposed Development will reflect and enhance its context through seeking opportunities for urban greening whilst providing suitable amenities such cycle parking, lifts and way-finding.
3.6B	Integrate with key desire lines	The connectivity of spaces is to be intuitive with careful consideration of desire lines within the station, to local destinations and onward travel.
3.6C	Integrate with future schemes	The station eastern forecourt design is to be adaptable to ensure it can integrate with future schemes such as the emerging CSET scheme. The proposed Development will continue to engage with interfacing schemes at the next stage of design.
3.6D	Provide space for interchange	With the Cambridge Guided Busway, pedestrian, kiss-and-ride and cycle access, as well as the potential CSET scheme space is to be provided to support the movement of people between modes which will all converge on or near the railway station access.
3.6E	Manage interfaces	The junction design on Francis Crick Avenue must be coordinated with the station access to minimise conflict between competing users.
3.6F	Connect modes	Provide plentiful, covered and secure cycle parking and maximise connections with existing path and cycle networks.
3.6G	Maximise cycle and pedestrian access from both east and west (with cycle parking provided both sides of the railway)	To reduce end to end journey times for all users, entrances will be provided to the East and the West.
3.6H	Provide safe and good pedestrian and cycle connections	The proposed Development will provide a direct, surfaced and well-lit and signposted access route to each side of the station that is clearly navigable and free of obstacles.
3.6I	Minimise impact on existing infrastructure	Bus services on Francis Crick Avenue or the existing Guided Busway will not be impacted by the station design.

3.6J	Ensure direct access to key nodes	The station entrance and access should integrate within the existing urban environment with good access to local population and services.
3.6K	Provide adequate, not excessive vehicle access	Designs will include access for operational staff, maintenance, emergency vehicles and access for taxis, disabled users and kiss-and-ride.
3.6L	Connect green	Seek opportunities to link to other biodiversity gain strategies being undertaken elsewhere on the CBC site.

3.7. Contextual

Proposals are to be in proportion and sympathetic to the local character, enhancing the civic quality and natural character of the existing environment. One of the key challenges in developing the design vision is the need to recognise, respect and respond appropriately to the existing context and emerging CBC whilst developing an integrated station appropriate for the Green Belt and the wider growth expected in the Southern Fringe area of Cambridge.

The existing railway, which the proposed station serves, sits on the eastern boundary of Hobson’s Park. An area of grassland and lakes forming part of a green wildlife corridor that runs from Shelford and Trumpington along Hobson’s Brook, Vicars Brook and northward to join the River Cam forming an ecological corridor.

Therefore whilst the wildlife area adjacent the proposed station forms an important community amenity for those working and living nearby, it is very much part of a bigger picture of strategic Green Belt which aims to protect and enhance the quality and purposes of Green Belt land.

This open green area, rich in habitat and wildlife which forms part of the southern gateway to Cambridge, has been key in influencing the station concept.

Though site analysis and engagement we have established key masterplan planning requirements which impact the site layout, massing and vision such as permeability and views and embedded these within the design principles:

No.	Design Principle Name	Design Principle
3.7A	Minimise its footprint	In recognition of the site as a ‘green corridor’ which contributes to the important characteristics of the city and is a key component for providing amenity and biodiversity the proposed Development within Hobson’s Park avoids excessive landtake, during construction and operation, to allow retention of as much of the existing vegetation, open space and path network as possible.
3.7B	Consider landscape and the environment	Landform change within Hobson’s Park would only occur where it is necessary to provide a gentle transition between the existing ground levels of the Park and the finished floor levels of the proposed station building and its associated structures. This includes along the route of the proposed shared pedestrian and cyclist access path across the Park, and the connections to the existing path network to the south-west of the station and the existing maintenance track parallel with the railway.
3.7C		The gradients of landform change along these routes would be suitably gradual to avoid the requirement for formal ramps and steps, given the detrimental effect these would have upon the landscape character and visual amenity of the Park.
3.7D		On a small number of occasions, away from these routes, these may need for steeper landform slopes in order to minimise the loss of, or harm to existing native tree and shrub vegetation.
3.7E		Located between Cambridge Biomedical Campus, the largest centre of medical research and health science in Europe and the ‘Great Knighthon’ Trumpington residential area housing

	Integrate well with both the built and natural environment	development of about 2000 units, the design of the station needs to maintain and serve as a visual amenity to both sides of this emerging urban context each side of the Green Belt.
3.7F		This approach, sympathetic to its natural context and emerging modern neighbours has influenced design to date enabling it to contribute positively to the Southern Fringe Area Development Framework (by supporting a gateway in this area) and Green Belt as a whole.
3.7G		As such, the prevailing consideration in developing the station concept is one that both maintains and enhances the quality of its important landscape setting whilst acknowledging the material pallets of the both emerging residential development to the west, and that of the newest additions of the Biomedical Campus to the east.
3.7H	Restrict vehicular access to the east side only	Given the recreational and wildlife value of the Green Belt/Hobson's Park, over provision of vehicular access is not warranted apart from necessary maintenance
3.7I	Integrate with the existing park landscape structure	The station is to be situated behind the tree belt that runs on gently sculpted low mounds along the Park's east edge.
3.7J		The layout of the station will seek to integrate and connect embraces the connection of with the landscape setting of Hobson Park with its watercourses by creating visually and biodiversity enriching design.
3.7K		By promoting Promote the station's legibility through reinforcement of the series of 'visual nodes' that already exist through Hobson's Park, Clay Farm and the green corridor.
3.7L	Integrate with the proposed CBC landscape masterplan	The development's external form, roofscapes and materiality reflect the semi-naturalised character and landform of the park.
3.7M		The station is to provide a visual and physical connection across the railway seeking opportunities to maximise biodiversity and in accord with the CBC masterplan principles including avoidance of harm to the established 25m wide strategic gaps between the CBC buildings to the east of the railway, by locating the largest parts of the proposed built form away from these.
3.7N		The station emphasises the landscape context through the potential use of a planted / landscaped roof contributing to local biodiversity. The detail will be discussed with future asset owners and maintainers in the next stage of design.
3.7O	Be conscious of the operational rail context to provide a safe and maintainable asset	Proposals will not be allowed to affect the operation of the railway or Over Head Line Equipment (OHLE), especially if it required Possessions to undertake this work, which would be both disruptive and expensive.
3.7P	Improve local biodiversity	The prevailing landscape context should inform opportunities for an east-west biodiversity gain through urban greening and green linkages.

Commented [JP5]: Just about fitting into its context which we say in about 4 places.

Commented [JP6]: Statement of fact

3.7Q		Integrate swales and attenuation ponds into their setting.
3.7R	Form and material	The material palette will be contemporary but in proportion and sympathetic to its setting acknowledging the materials currently being developed within the neighbouring AstraZeneca Southern Biomedical Campus masterplan and the more natural pallet within Hobson's Park.
3.7S	Biodiverse roof	<u>Network rail will seek to provide the station with a biodiverse roof with an extensive substrate of varying in depth. The roof will be planted/seeded with an agreed mix of species focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum (green roofs only).</u>
3.7T	Green Fencing	<u>The proposed landscape design will incorporate a green fence between the Astrazenica car park and the Cambridge South Station.</u>
3.7U	Structural Planting	<u>To include replacement planting for the structural planting lost on the western boundary of the railway adjacent Astrazenica. This will include:</u> <ul style="list-style-type: none"> • <u>20 No. large trees</u> • <u>44 No. small trees</u> • <u>20 No. bat boxes</u> • <u>4 No. bird boxes</u> <u>Network Rail will factor in a 10% net gain to these figures as part of its overall commitment to biodiversity.</u>
3.7V	Birds	<u>Network Rail will include suitable habitat for Corn Buntings within the southern boundary of the proposed exchange land.</u>

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3.8. Innovative

The vision for the Station is that it should form a contemporary, inclusive and functional quality packaged within a suitably scaled architectural envelop that is sustainable throughout its life.

In summary the proposed station will:

No.	Design Principle Name	Design Principle
3.8A	Minimise its footprint	<u>In recognition of the site as a 'green corridor' which contributes to the important characteristics of the city and is a key component for providing passive sport and recreation for amenity and biodiversity the proposed Development within Hobson's Park avoids excessive landtake, during construction and operation, to allow retention of as much of the existing vegetation, open space and path network as possible.</u>
3.8B	Smart Architecture	<u>The external form, roofscapes and materiality should not only reflect the semi-naturalised character of the park but provide</u>

		adequate cover to support passenger comfort and operational dwell times.
3.8C		Anticipate efficient future capacity and demand opportunities in today's design.
3.8D		Seek potential for harvesting sustainable resources such as solar and grey water systems.
3.8E		Investigate solutions to ensure the eastern entrance can sustain the level of envisaged multimodal demand.
3.8F	Provide robust operational flexibility	The platform layout allows for flexibility in future services and timings.
3.8G	Provide robust operational flexibility	The station is to provide operational resilience through two station entrances and associated access which also economically and socially provides the greatest benefit from the proposals.

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Commented [JP8]: Why not just say two entrances. How do we demonstrate compliance later w.r.t greatest economic and social benefit.

Also we say this elsewhere.

3.9. Sustainable

Applying “good design” should produce sustainable infrastructure sensitive to place, efficient in the use of natural resources and energy used in their construction, matched by an appearance that demonstrates good aesthetics as far as possible.

The station architecture, landscape and engineering design is to be as aesthetically sensitive, durable, adaptable and resilient as it can reasonably be.

A BREEAM assessment has been undertaken to identify and factor into design targets that impact layout and massing.

Due to the nature of the proposed development the use of external lighting will be essential for user and staff safety and security. It is recognised, however, that external lighting and lighting from within the proposed station buildings and structures may have an adverse effect upon local landscape character and the visual amenity of users of Hobson’s Park and the surrounding public open spaces.

To assist in reducing such potential adverse effects, the proposed Development has been planned to minimise impact at night from lighting and considered lighting upon approach.

In summary the proposed station will:

No.	Design Principle Name	Design Principle
3.9A	Habitat	Within this landscape context, the station infrastructure should where feasible, seek to be an integral part of the natural landscape enabling species migration and providing diverse habitats.
3.9B		Biodiversity targets will be agreed with the local authority.
3.9C		The station architecture will minimise clutter by seeking dual purposes where possible, as well as opportunities to enrich biodiversity where it can.
3.9D		Design proposals shall prioritise improving connectivity between existing habitats wherever reasonably practicable.
3.9E	Net Gain	Network Rail are committed to achieving 10% net gain in biodiversity as part of the proposed Development.
3.9F	Energy	Encourage energy efficiency in the station design.
3.9G		The station will be designed to a BREEAM target rating of excellent.
3.9H	Climate	The station will be designed with the aim of being resilient to climate change <u>and the space to support passenger growth.</u>
3.9I	<u>Sustainable Drainage</u>	SuDS measures are to be identified and incorporated into the design of all external hard surfaces.
3.9J	Resources	The station shall be efficient in its use of resources and multifunctional wherever reasonably practicable. For example, structures will be designed to accommodate multiple functions where it makes sense to do so.

Commented [JP9]: 10% net gain

Commented [JP10]: Repeats 3.9A

3.9K		The roof geometry should consider simultaneously create volume where it's needed whilst providing an opportunity for grey water recycling.
3.9L		The station works are to be designed in a way which considers the whole life cycle of the proposed Development to minimise waste and provide future flexibility.
3.9M		Provide long lasting low maintenance assets.
3.9N	Sustainable and durable material selection	Target Green Guide A or A+ materials where possible.
3.9O		Utilise platform systems which have sustainable benefits over other systems such as reduced levels of embodied carbon and reduced whole life costs of other platform types.
3.9P	Heritage	Constructed between 1614 and 1620, Hobson's Conduit and its tributaries are a valued historic and wildlife resource. Proposals therefore minimise impact on them through integrated landscape drainage solutions and minimising run-off.
3.9Q	Lighting	Lighting will be the minimum necessary to provide safe conditions and will be in accordance with relevant guidance set out in the 'Guidance Notes for the Reduction of Obtrusive Light, 2020- GN01/20'.

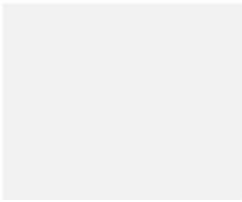
CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCEMENTS

**Technical Note – Biodiversity Net Gain Assessment updated
TWAO boundary**

Document Ref: 158454-ARC-ZZ-ZZZ-REP-ENV-000008 - Technical Note – Biodiversity Net Gain
Assessment updated TWAO boundary.

NOVEMBER 2021

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Biodiversity

1.1 Introduction

Arcadis Consulting (UK) Limited ('Arcadis') was commissioned by Network Rail Infrastructure Limited ('the Client') to carry out a Biodiversity Net Gain (BNG) assessment for the Cambridge South Infrastructure Enhancements Project (the proposed Development).

1.2 Purpose of report

The purpose of this technical note is to demonstrate the steps taken by Arcadis and Network Rail to achieve maximum possible biodiversity net gain on the site.

1.3 Site description

The site is situated within the County of Cambridgeshire, within the administrative boundaries of Cambridge City Council, Trumpington Ward and South Cambridgeshire District Council. The proposed Development comprises the construction of a new railway station with four island passenger platforms, a two-storey station building with space for ticket vending machines, automatic ticket barriers, station forecourt, main footbridge and stairs. There would be step-free access with two lifts on each platform covered by canopies. In addition, there would be taxi and passenger drop-off facilities, cycle parking, pedestrian and cycle paths into the station. The station is proposed to be built out in phases, whilst maintaining a live operational railway. The proposed Development would also incorporate some improvements to Shepreth Branch Junction and a new connection between existing lines at Hills Road. Space for 1,000 cycles arranged on both sides of the railway is proposed and includes a variety of "Sheffield stands", two-tier racks and parking for non-standard cycles. The precise location of the cycle stands would be finalised during detailed design of the station.

1.4 Methodology

The full details of the assessment can be found within the Cambridge South Infrastructure Enhancements Environmental Statement Volume 3: Technical Appendix 8.10 – Biodiversity Net Gain Assessment (document number: 158454-ARC-00-ZZ-STA-EEN-000022)

All versions of the metric were calculated using the Defra Biodiversity Metric 2.0 (Ref 1).

Extended Phase 1 habitat surveys were undertaken during May 2019 and updated in October 2020 and July 2021 to determine the extent and types of habitats present on-site. The Phase 1 habitat types were then converted into the habitat types used in the UK Habitat (UKHab) Classification System. The Phase 1 survey data also informed the condition assessments, which were supported by the habitat condition assessment sheet provided for UKHab habitat types within the Technical Supplement. This data was then used to calculate the number of biodiversity units provided by each habitat currently within the site boundary by using the Defra Biodiversity Metric 2.0. The resulting value represents the baseline condition of the site in terms of biodiversity units.

The site was reassessed for the post-development conditions using the same method; however, the post-development habitats were informed by the Development as shown in the Indicative Landscape Plan (158454-LMS-ZZ-ZZZ-DRG-LEP-000001 to LMS-ZZ-ZZZ-DRG-LEP-000015). Additional risk factors for difficulty of creating or restoring a habitat and temporal risk are predefined within the Metric tool.

1.5 Previous Metric Submissions

Several versions of the metric calculation have been previously provided to Network Rail. These are presented in the initial version of the Biodiversity Net Gain Assessment Technical Note 'Technical Note - Biodiversity Net Gain Assessment' (Issued April 2021).

These included iterations of the design which involved large areas of Hobson's Park being used for spoil storage and sorting, as well as versions which excluded spoil storage from this location.

1.5.1 Version 5 - Metric with Exchange land

The most recent previous submission of the calculation (Version 5), presented in Image 1 below, assumed spoil would be stored off-site, and so this area retained as undisturbed habitat. It also considered a change in the site boundary to compensate for the loss of land from Hobson's Park for the new station. The new proposed area comprised neutral grassland, woodland planting and a pond.

Image 1. Change to Site Boundary (Blue - previous site boundary, Red - current site boundary)



This version resulted in a percentage decrease in habitat units on-site post-development, with a final habitat loss of -5.24%.

Image 2 BNG results for version 5

On-site post-intervention (Including habitat retention, creation, enhancement & succession)	<i>Habitat units</i>	231.48
	<i>Hedgerow units</i>	5.36
	<i>River units</i>	6.69
Off-site baseline	<i>Habitat units</i>	0.00
	<i>Hedgerow units</i>	0.00
	<i>River units</i>	0.00
Off-site post-intervention (Including habitat retention, creation, enhancement & succession)	<i>Habitat units</i>	0.00
	<i>Hedgerow units</i>	0.00
	<i>River units</i>	0.00
Total net unit change (including all on-site & off-site habitat retention/creation)	<i>Habitat units</i>	-12.80
	<i>Hedgerow units</i>	0.53
	<i>River units</i>	0.61
Total net % change (including all on-site & off-site habitat creation + retained habitats)	<i>Habitat units</i>	-5.24%
	<i>Hedgerow units</i>	10.91%
	<i>River units</i>	10.11%

1.6 Current Metric Submissions

The metric was recalculated following an update to the Phase 1 habitat survey for the baseline, and a change to the design for the proposals. Post-development habitats were calculated in two different scenarios. Version 6 included the spoil being stored on-site within Hobson's Park. Version 7 included this spoil being stored off-site beyond the site boundary and therefore excluded from the calculations.

For both calculations, the baseline habitats were updated from Version 5, based on the results of the updated Phase 1 habitat survey, and the red line boundary as established for Version 5.

1.6.1 Version 6 – spoil retained on-site

Updated Phase 1 habitat survey results were used to determine the baseline biodiversity units on-site. Landscape design plans were used to determine the post-development habitats.

This version of the metric assumed that the spoil would be stored on-site within Hobson's Park, an area of neutral grassland and woodland planting. 3.77 ha of this habitat would be reinstated following construction; however, the use of this area results in a large decrease in post-development on-site habitat units (-15.93%).

Hedgerow units on-site increased by 19.58%, largely due to the creation of several new biodiverse hedgerows. River units also increased by 10.11% as in Version 5, this is due to the proposed enhancement of a section of the river, described in more detail in Technical Note - Biodiversity Net Gain Assessment (April 2021).

Image 3 BNG result for version 6

On-site baseline	Habitat units	246.26
	Hedgerow units	11.07
	River units	6.07
On-site post-intervention (Including habitat retention, creation, enhancement & succession)	Habitat units	207.02
	Hedgerow units	13.24
	River units	6.69
Off-site baseline	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Off-site post-intervention (Including habitat retention, creation, enhancement & succession)	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Total net unit change (including all on-site & off-site habitat retention/creation)	Habitat units	-39.24
	Hedgerow units	2.17
	River units	0.61
Total net % change (including all on-site & off-site habitat creation + retained habitats)	Habitat units	-15.93%
	Hedgerow units	19.58%
	River units	10.11%

1.6.2 Version 7 – spoil moved off-site

This version of the Metric was consistent with Version 6, except that it accounted for the storage of the spoil off-site. This resulted in the retention of 3.77 ha of neutral grassland within Hobson’s Park. The percentage decrease in habitat units on-site post-development would be 7.57%, with a loss of 18.64 habitat units.

Image 4 BNG result for version 7

On-site baseline	Habitat units	246.26
	Hedgerow units	11.07
	River units	6.07
On-site post-intervention (Including habitat retention, creation, enhancement & succession)	Habitat units	227.62
	Hedgerow units	13.24
	River units	6.69
Off-site baseline	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Off-site post-intervention (Including habitat retention, creation, enhancement & succession)	Habitat units	0.00
	Hedgerow units	0.00
	River units	0.00
Total net unit change (including all on-site & off-site habitat retention/creation)	Habitat units	-18.64
	Hedgerow units	2.17
	River units	0.61
Total net % change (including all on-site & off-site habitat creation + retained habitats)	Habitat units	-7.57%
	Hedgerow units	19.58%
	River units	10.11%

1.7 Conclusion

Although, a net loss for area-based habitats has been calculated, the proposed Development has committed to achieving 10% net gain. The calculations will be reviewed again at detailed design stage and the assessment will be refined further. In order to secure 10%, a combination of the following options will be explored:

- The purchasing of additional land to provide space to build new habitat;
- Purchasing biodiversity units from 3rd party organisations; or
- Working with 3rd parties such as local authorities, trusts, etc. to deliver biodiversity units on their land.

References

Reference	Title
Ref 1	The Biodiversity Metric 2.0 (JP029) 2019. Available at http://publications.naturalengland.org.uk/publication/5850908674228224 Accessed 19.1.21

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No.	Subject	Proposed Wording	Agreed with GCSP
1	Time for commencement	The development hereby permitted must commence before the expiration of 5 years from the date on which the Order comes into force. Reason: To ensure that the development is commenced within a reasonable period of time.	Yes
2	Accordance with drawings	The development must be carried out in accordance with the planning drawings. Reason: To ensure compliance with the approved plans and for the avoidance of doubt.	Yes
3	Accordance with Design Principles	The development must be carried out in accordance with the Design Principles scheduled in approved Cambridge South Design Principles (Appendix A of the Design and Access Statement 158454-ARC-ZZ-ZZZ-REP-EAR-0000	Yes
4	Changes	Where under any of these conditions the approval, agreement or consent of the local planning authority is required to any matter, that approval, agreement or consent must be given in writing. The development must be implemented in accordance with any such approval, agreement or consent, or any subsequent revisions that have been submitted to, and approved by, the local planning authority. Reason: To provide for certainty in the approvals and implementation processes.	
5	Phasing Plan	No development shall commence (including demolition) until a Phasing Plan for the development hereby permitted has been submitted to and approved in writing by the local planning authority. The Phasing Plan must include a proposed sequence for the proposed works including the following elements: (i) Enabling works e.g archaeology and site investigations (ii) Cambridge South station; (iii) Alterations to Webster's Footbridge; (iv) Accommodation bridge over Hobson's Brook; (v) Railway Systems Compound; (vi) Landscaping; and (vii) Any other building/structure or alteration to an existing building/structure for which details of scale and external appearance were not provided as part of the request for the planning direction. The phasing plan shall identify: a) any phases of development to which planning conditions 6, 7, 8, 10, 11, 12, [BNG condition number], 13, 26, 29 or [AMS & TPP condition number] will not apply, and in each of those conditions a 'Specified Phase' means any phase of the development for which the approved Phasing Plan specifies that the relevant condition will not apply. b) Indicative duration of works for each area including when areas of open space used temporarily for construction can be made available to the public. The development shall only be carried out in accordance with the approved details submitted. Reason: To clarify how the works are to be phased to assist with the determination of discharge of conditions	Yes
5	Submission of preliminary contamination assessment	Prior to the commencement of each phase of the development (other than a Specified Phase) a site investigation strategy for that phase setting out the location and details of the site investigations to be carried out to effectively determine the nature and extent of any contamination, including soil, gas and/or water to inform the remediation strategy shall be submitted to and approved in writing by the local planning authority. The site investigation strategy will be based on the information identified in the desk study undertaken to support Chapter 12 of the Environmental Statement (doc NR16). The site investigations shall be undertaken in accordance with the Site investigation strategy approved in writing by the relevant planning authority. Reason: To mitigate anticipated construction impacts arising from the development and to ensure that the development does not adversely affect human health or the environment during and following construction.	Yes
6	Submission of site investigation report and remediation strategy	Prior to undertaking any excavations with the exception of works agreed under conditions 6 (site investigations) and 11 (Archaeology) or phases identified under condition 5 the following shall be submitted to and approved in writing by the local planning authority: (a) A site investigation report detailing the findings of the site investigations carried out under Condition 6 to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors. (b) A proposed remediation strategy detailing the works required in order to address unacceptable risks from the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented The works shall be undertaken in accordance with the approved Remediation Strategy approved in writing by the relevant planning authority. Reason: To mitigate anticipated construction impacts arising from the development and to ensure that the development does not adversely affect humans or the environment during and following construction	Yes
6	Implementation and completion of remediation strategy works	Prior to the first occupation of land under any phase of the development (other than a Specified Phase) the following shall be submitted to and approved in writing by the local planning authority: (a) a completion report demonstrating that the approved remediation scheme as required by condition 7 has been undertaken and that the land has been remediated to a standard appropriate for the end use; and (b) details of any post-remedial sampling and analysis (as defined in the approved Material Management Plan submitted under the Code of Construction Practice Part B) shall be included in the completion report along with all information concerning materials brought onto, used in, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria set out in the remediation strategy. Reason: To mitigate anticipated construction impacts arising from the development and to ensure that the development does not adversely affect humans or the environment during and following construction.	Yes

Comment / Next step

Ensures we can submit amendments to approved plans

7	Unexpected contamination	<p>If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease in the contaminated area until the local planning authority has been notified and a remediation strategy including details of any further site investigations required to address unexpected contamination the has been approved following steps (a) and (b) of condition 7 above.</p> <p>The approved remediation shall then be fully implemented under condition 7.</p> <p>Reason: To mitigate anticipated construction impacts arising from the development and to ensure that the development does not adversely affect humans or the environment during and following construction.</p>	Yes
7	Code of Construction Practice	<p>(a) The development must be carried out in accordance with the provisions of the Code of Construction Practice (Part A) contained in the Environmental Statement (Volume 3: Appendix 2.4) unless amended through the CoCP Part B.</p> <p>(b) Other than in relation to a Specified Phase no development or phase thereof is to commence until a Code of Construction Practice (Part B) has been submitted to and approved by the local planning authority for that phase of work</p> <p>The Code of Construction Practice (Part B) shall include the following documents other than in relation to a Specified Phase:</p> <ol style="list-style-type: none"> 1) Flood Emergency Response Plan 2) Emergency and Incident Response Plan 3) Dust management Plan 4) Construction Logistics Plan 5) Construction Travel Plan 6) Construction Traffic Management Plan 7) Site Waste Management Plan 8) Materials Management Plan (Includes storage of excavated material) 9) Lighting Management Plan 10) Pollution Control Plan 11) Carbon Efficiency Plan 12) Noise and Vibration Management Plan <p>Reason: To mitigate anticipated construction impacts arising from the development and to protect local and residential amenity.</p>	Yes
8	Archaeological mitigation, investigation and evaluation	<p>No development except for site investigations, works to trees or any Specified Phase shall commence until the implementation of a programme of archaeological investigations [for that phase] has been undertaken in accordance with a written scheme of investigation which has been submitted to and approved by the local planning authority. The approved scheme shall be implemented in full including any post development requirements, e.g. archiving and submission of final reports.</p> <p>Reason: To ensure that the archaeological investigation is initiated at an appropriate point in development procedure.</p>	Yes
8	Construction Ecological Method Statement (EMS)	<p>No development [or phase thereof] other than a Specified Phase shall commence until an Ecological Method Statement (EMS) [for that phase] addressing protection, enhancement, mitigation and compensation during construction has been submitted and approved in writing by the local planning authority. The EMS shall include the following:</p> <p>(a) Review of site potential and constraints, based on species surveys and operational limitations of the site.</p> <p>(b) Detailed design(s) and/or working method(s) to achieve stated objectives, including:</p> <ol style="list-style-type: none"> i. Risk assessment of potentially damaging construction activities. ii. Identification of "biodiversity protection zones". iii. 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). iv. The location and timings of sensitive works to avoid harm to biodiversity features. v. The times during construction when specialist ecologists need to be present on site to oversee works. vi. Responsible persons and lines of communication. vii. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. viii. Use of protective fences, exclusion barriers and warning signs if applicable (Excluding Trees). <p>(c) Extent and location/area of proposed works on appropriate scale maps and plans.</p> <p>(d) Details of monitoring and remedial measures, including timetable for submission to local planning authority.</p> <p>The strategy shall also set out (where the results from monitoring show that conservation aims and objectives of the EMS are not being met) 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 development. The EMS shall be implemented and maintained in accordance with the approved details.</p> <p>Reason: To ensure that the development does not adversely affect the natural wildlife and ecology of the area.</p>	Yes
9	Biodiversity Net gain	<p>No development or phase thereof (other than a Specified Phase) shall commence until a Biodiversity Net Gain (BNG) report, demonstrating BNG best practice and minimum 10% BNG (to include DEFRA metric V2 calculations and assumptions made) has been submitted to and approved in writing by the local planning authority.</p>	Yes
9	Surface water drainage Strategy - Construction	<p>No development (or phase thereof) except for site investigations, works to trees, demolition or works under any Specified Phase shall commence shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The applicant may be required to provide collection, balancing and/or settlement systems for these flows. This should include the maintenance proposals during construction. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.</p> <p>The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of the respective phase of the development or in accordance with the implementation programme agreed in writing with the local planning authority.</p> <p>Reason: To ensure appropriate surface water drainage and to prevent the increased risk of flooding.</p>	No

NR to review

10	Surface water drainage Strategy operation	<p>No development (or phase thereof) except for site investigations, works to trees, demolition or works under any Specified Phase shall commence until a surface water drainage scheme (for that phase), based on sustainable drainage principles and principles within the Flood Risk Assessment, has been submitted to and approved in writing by the local planning authority. The scheme shall include where appropriate:</p> <p>(a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events. (b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance. (c) Site Investigation and test results to confirm infiltration rates. (d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants. (e) Details of the maintenance/adoption of the surface water drainage system.</p> <p>The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of the respective phase of the development or in accordance with the implementation programme agreed in writing with the local planning authority. Reason: To ensure appropriate surface water drainage and to prevent the increased risk of flooding.</p>	No	Split the Surface Water Drainage condition as think, modelling, site investigation and maintenance should be in the strategy. The physical structures, land form, pipe work etc would be in the Drainage Scheme
10	Surface water drainage scheme	<p>No development (or phase thereof) except for site investigations, works to trees, demolition or works under any Specified Phase shall commence until a surface water drainage scheme (for that phase), based on the surface water drainage strategy, has been submitted to and approved in writing by the local planning authority. The scheme shall include where appropriate:</p> <p>(a) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers. (b) Details of the proposed attenuation and flow control measures. (c) Measures taken to prevent pollution of the receiving groundwater and/or surface water. (d) Full details of culvert extension appropriately sized to convey the existing channel modelled flow.</p> <p>The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of the respective phase of the development or in accordance with the implementation programme agreed in writing with the local planning authority. Reason: To ensure appropriate surface water drainage and to prevent the increased risk of flooding.</p>	No	see notes in 14.
11	Detailed design approval: Cambridge South station	<p>No development relating to the construction of Cambridge South station shall commence until full details of the scale, massing and external appearance, including details of floor plans, biodiverse roof, elevations, and long sections of the development has been submitted to, and approved by, the local planning authority. This must be in accordance with the parameter plans, and shall be submitted with a Design Compliance Statement demonstrating compliance with the relevant Cambridge South Design Principles (Appendix A of the Design and Access Statement 158454-ARC-ZZ-ZZZ-REP-EAR-00000). The submitted scale details must include plans at a minimum scale of 1:250, and elevations at a minimum scale of 1:100. Reason: To enable reasonable and proper control to be exercised over these aspects of the development</p>	Yes	
11	External Materials: Cambridge South Station	<p>No construction of any part of Cambridge South station that is intended to be externally visible on completion of the development shall commence until the following has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.</p> <p>a) details of all the materials for the external surfaces of buildings to be used in the construction of the development b) a sample panel for relevant materials (including external brickwork) shall be submitted to and approved in writing by the local planning authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details. Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).</p>	Yes	
12	Roof Top Plant: Cambridge South Station	<p>Any roof mounted plant/equipment shall not be installed until details of the plant/equipment have been submitted to and approved in writing by the local planning authority. The details shall include the type, dimensions, materials, location, and means of fixing. The development shall be carried out in accordance with the approved details. Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).</p>	Yes	
12	Public Art: Cambridge South Station	<p>No development relating to the construction of Cambridge South station shall commence until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the local planning authority. The PADP must include the following:</p> <p>(a) Details of the public art and artist commission; (b) Details of how the public art will be delivered, including a timetable for delivery; (c) Details of the location of the proposed public art on the application site; (d) The proposed consultation to be undertaken; (e) Details of how the public art will be maintained; (f) How the public art would be decommissioned if not permanent; (g) How repairs would be carried out; and (h) How the public art would be replaced in the event that it is destroyed.</p> <p>The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements Reason: To provide public art as a means of enhancing the development (Cambridge Local Plan policies 55 and 56 and the Cambridge City Council Public Art SPD (2010).</p>	Yes	
13	Waste: Cambridge South Station	<p>No development relating to the construction of Cambridge South station shall commence until a scheme for the on-site storage facilities for commercial waste, including waste for recycling has been submitted to and approved in writing by the local planning authority. The approved scheme shall be carried out before the use is commenced and shall be retained as such. Reason: To ensure that the need for refuse and recycling is successfully integrated into the development.</p>	Yes	
13	Cycle Parking: Cambridge South Station	<p>Cambridge South station shall not be brought into use until cycle parking for station users has been installed and made operational in accordance with details that have been submitted to and approved in writing by the local planning authority. The number of cycle parking shall be agreed by the local highways authority. The details shall include the type of stands, location and means of enclosure, and shall include a cycle parking management plan. The cycle parking shall be provided and maintained in accordance with the approved details. Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 Policy 82).</p>	Yes	

14	BREEAM Pre-Assessment: Station Building	No development relating to the station building shall commence until a BREEAM preassessment prepared by an accredited BREEAM Assessor has been submitted to, and approved by, the local planning authority indicating that the building is capable of achieving the applicable 'excellent' rating as a minimum, with maximum credits achieved for Wat 01. Reason: In the interests of reducing carbon dioxide emissions, ensuring efficient use of water and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).	Yes
14	BREEAM Design Stage Certification	Within 6 months of commencement of development or Specified Phase , a BRE issued Design Stage Certificate shall be submitted to and approved in writing by the local planning authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the development. Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).	Yes
15	BREEAM Post Construction Certification	Within 6 months of occupation of Cambridge South station, a BRE issued post Construction Certificate shall be submitted to and approved in writing by the local planning authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development. Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).	Yes
15	Detailed design approval: Other elements of the proposed development	No development relating to the following elements of the development shall commence (or phase thereof) until full details of the scale and external appearance of the development concerned has been submitted to, and approved by, the local planning authority. (a) Alterations to Webster's Footbridge. (b) Accommodation bridge over Hobson's Brook. (c) Railway Systems Compound Buildings and Structures . (d) Any other building/structure or alteration to an existing building/structure for which details of scale and external appearance were not provided as part of the request for the planning direction. Design details must be in accordance with the parameter plans. The submitted scale details must include plans at a minimum scale of 1:250, and elevations at a minimum scale of 1:100 and details of external appearance shall include samples of materials to be used externally. Reason: To enable reasonable and proper control to be exercised over these aspects of the development.	Yes
16	Lighting Scheme	No permanent artificial lighting shall be installed until a detailed artificial lighting scheme has been submitted to and approved in writing by the local planning authority. The lighting scheme shall meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light - GN01/20 (2020)(or as superseded)'. Development shall be carried out only in accordance with the approved details. Reason: To protect the amenity of nearby residential properties (Cambridge Local Plan 2018 policy 34).	Yes
16	Soil Management Plan	No development except for works to trees or any Specified Phase shall commence until until a Soils Management Plan detailing protection of ground to be reinstated to open space, sustainable drainage or general landscape, methodology of soil stripping, storage, handling, haul routes, formation level decompaction measures, soil re-spreading and decompaction as well as soil/spoil disposal (if necessary). Development must be carried out in accordance with the approved details and in accordance with the recognised 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' produced by DEFRA and Protecting and Enhancing Soils Policy Position Statement produced by Chartered Institute of Water and Environmental Management (CIWEM). Reason: To ensure that the details of the groundworks are acceptable (Cambridge Local Plan 2018; Policies 55, 57 and 59).	Yes
17	Hard and Soft Landscape	No development except for those phases identified under condition 5 shall commence until details of a hard and soft landscape scheme have been submitted to and approved in writing by the local planning authority. This scheme must be in accordance with Parameter Plan 158454-ARC-ZZ-ZZ-DRG-LEP-000101, and shall be submitted with a Design Compliance Statement demonstrating compliance with the relevant Cambridge South Design Principles (Appendix A of the Design and Access Statement 158454-ARC-ZZ-ZZZ-REP-EAR-00000). Details of the scheme must include: (a) proposed finished levels or contours including proposed grading and mounding of land areas including sections through the areas to show the proposed make-up of the mounding, the levels and contours to be formed and showing the relationship of proposed mounding to existing vegetation and surrounding landform and (b) details of post formation soil decompaction. (c) car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; tree pits, including those in planters, hard paving and soft landscaped areas , minor artefacts and structures (e.g. Street furniture, location of artwork, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (underground elements need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); (d) planting plans: written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme; (e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected; and (f) a landscape maintenance and management plan for proposed landscaped areas and green biodiverse roof, including long term design objectives, management responsibilities and maintenance schedules/programme for all landscape areas. (g) if within a period of five years from the date of the planting, or replacement planting, any tree or plant (except through an act of god or vandalism) is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the local planning authority gives its written consent to any variation; Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018; Policies 55, 57 and 59).	Yes
17	Plant/machinery/equipment (station building)	No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment demonstrating that the collective rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc associated with the development (or phase thereof) is less than or equal to the existing background sound level at the receptors reported in Chapter 5 of the Environmental Statement. Development shall be carried out and maintained only in accordance with the approved details. Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35)	Yes

18	Platform Announcement Sound System	<p>No station and platform Public Address/Voice Alarm (PAVA) system shall be installed until a detailed design in accordance with BS 5839-8:2013 - Code of practice for the design, installation, commissioning and maintenance of voice alarm systems has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The scheme shall include details regarding hours of operation, number and location of loudspeakers, proposed mitigation, sound power of loudspeakers and permissible noise levels with consideration of its use e.g announcement or alarm, noise mitigation / limiting measures as appropriate, noise levels assessed against the existing background sound level at the receptors reported in Chapter 5 of the Environmental Statement and a programme of maintenance.</p> <p>Any public address/voice alarm sound system associated with the use of the approved development shall only be used for operational, health and safety, security and emergency announcements.</p> <p>The scheme shall be carried out as approved and retained as such.</p> <p>Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35)</p>	Yes	Minor change suggested re. in accordance BS 5839-8:2013
18	Electric Vehicle Charge Points	<p>No electrical services shall be installed within Cambridge South Station until an electric vehicle charge point scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include Passive provision comprising the necessary infrastructure including ducting and capacity in the station network and ability to connect to the local electricity distribution network to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.</p> <p>The passive provision for the the electric vehicle charge points shall be designed to allow for future installed in accordance with BS EN 61851 or as superseded. The electric vehicle charge point scheme as approved shall be fully installed prior to the first use of the station and maintained and retained thereafter.</p> <p>Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action Plan (2018).</p>	No	network Rail can only commit to passive provision at this time. Further justification needs to be provided.
19	Excavated Material	<p>No excavated material or other material shall be placed within public open space, including Hobson's Park, other than in accordance with the approved landscaping details or the approved details for temporary storage contained within the approved soil management plan.</p> <p>Reason: In the interests of amenity and biodiversity (Cambridge Local Plan 2018; Policies 55, 57, 59, 69 and 70).</p>	Yes	
19	Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP)	<p>No development (or phase thereof) other than a Specified Phase shall commence until a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837 2012 has been submitted to and approved in writing by the local planning authority.</p> <p>The AMS and TPP will consider the following:</p> <p>(i) all relevant phases of construction in relation to the potential impact on trees detail the proposed tree works</p> <p>(ii) the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any relevant activity related to the development,</p> <p>(iii) management including supervision, access, site briefing attended by the site manager and retained arboricultural consultant, storage of materials, ground works, installation of services and landscaping.</p> <p>Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.</p>	Yes	
20	Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) implementation	<p>The approved tree protection methodology in the AMS and TPP will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.</p> <p>Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees</p>	Yes	
20	Construction Replacement tree planting	<p>If any tree shown to be retained in tree protection methodology in the AMS and TPP is removed, uprooted, destroyed or dies as a result of the CSIE project construction within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be approved in writing by the local planning authority. Any replacement tree that is lost within five years shall likewise be replaced.</p> <p>Reason: To satisfy the Local Planning Authority that remaining arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.</p>	Yes	
21	Pedestrian link beneath Cambridge Guided Busway	<p>The new pedestrian link across the Cambridge Guided Busway between Hobson's Park and the Active Recreation Area shall be complete before the existing connection beneath the Cambridge Guided Busway is closed unless an alternative safe access across the Cambridge Guided Busway between Hobson's Park and the Active Recreation Area is provided in accordance with a scheme approved by the local planning authority in writing.</p>	Yes	

**Cambridge South Station
Relocation Proposal for Astra Zeneca's western boundary trees**

Potential locations for the replacement AZ trees within Hobson's Park were discussed in a meeting held on 15/11/2021 with Dinah Foley-Norman and Alistair Wilson from Cambridge City Council and Ben Hilder, Laura Jazwinski and Guy Stone from Arcadis. The drawing below arises from the discussion and follow-up email from Dinah Foley-Norman (dated 25/11/2021) which shows the agreed approach.

Notes:

1. Tree pits will be designed at detailed design stage in conjunction with CCC. This will include measures to improve site conditions, soil and drainage.
2. Trees to be planted at 18-20cm girth.
3. Precise positions of trees to be agreed within these areas at detailed design stage with CCC.

