

Network Rail (Cambridge South Infrastructure Enhancement) Order

**Proof of Evidence of Charlotte Burton MRTPI, Principal Planning Officer
(Strategic Sites), Greater Cambridge Shared Planning**

On behalf of Cambridge City Council (OBJ-23)

17 December 2021

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Part 1: Summary

1. My name is Charlotte Burton, and I am a fully qualified planning officer presently employed by Greater Cambridge Shared Planning as a Principal Planning Officer. I am appearing at the Inquiry into the application for the Network Rail (Cambridge South Infrastructure Enhancement) Order on behalf of Cambridge City Council.
2. I am a fully chartered member of the Royal Town Planning Institute with 7 years' post-qualification experience. The evidence which I have prepared and provide for in this Proof of Evidence is true and I confirm that the opinions expressed are my true and professional opinions.
3. The Council supports the aim of the Cambridge South Infrastructure Enhancements scheme which accord with the vision and strategic objectives of the Cambridge Local Plan 2018 to promote sustainable economic growth, respond to climate change, and maximise sustainable transport modes, and in accordance with Local Plan policy 5 which supports implementation of the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020).
4. Notwithstanding this, the Council has raised objections to the scheme where the proposal fails to comply with the adopted development plan and other material considerations, which are summarised in our representation to the public consultation (OBJ-23) and Statement of Case (E11-OBJ23). Since then, officers for the Council have engaged with the applicant to seek to resolve our objections, including several meetings and exchanges of correspondence.
5. Correspondence summarising these discussions and the current position on our objections at the time of writing is provided in the letter from the Council dated 07 December (Appendix B) and the response from the applicant's Planning Manager dated 10 December (Appendix C). My Proof of Evidence has been prepared based on the content of these documents, although review of the updated Design Principles document is ongoing at the time of writing.
6. The Council maintains its objections to the scheme on the grounds that the proposal fails to accord with the adopted development plan and other material considerations for the following reasons:
 - i. 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 67, 69 and 70, the NPPF paragraph 174, and the NPPG.
 - ii. 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 policy 70.

- iii. The temporary use of Hobson's Park would result in the loss of open space without reprovision contrary to Local Plan 2018 policy 67, and the application has provided no justification for both the area of land and the duration for which the land is required.
 - iv. The proposed exchange land does not provide adequate reprovision for the permanent loss of open space contrary to Local Plan 2018 policy 67, because of the inadequate information on the landscaping and biodiversity features of the exchange land, and the accessibility and safety of crossing Addenbrooke's Road.
 - v. The application has not demonstrated compliance with Local Plan policy 71 for the preservation and protection of trees and hedges. An Arboricultural Implications Assessment must be submitted prior to determination, and the impact on Tree Preservation Orders and other trees and hedges must be minimised and mitigated through protection measures and replacement planting secured through conditions.
7. These grounds are covered in detail in the Proofs of Evidence presented by other witnesses appearing on behalf of the Council, namely Alistair Wilson and Guy Belcher, and my Proof of Evidence refers to these where appropriate.
8. Notwithstanding this, should the Secretary of State be minded to grant deemed planning consent, then the Council requests that planning conditions are applied. At the time of writing, the Council has not agreed a set of draft conditions with the applicant. Discussions are ongoing and the Council anticipates agreeing draft conditions in the Statement of Common Ground to be submitted.
9. I have provided comments on the most up-to-date set of draft conditions available to me at the time of writing (Appendix A). In summary, the Council supports the substance of most of the conditions, however further discussions are required on the conditions relating to archaeology, biodiversity net gain, surface water drainage, public art, lighting and the pedestrian link between the Cambridge Guided Busway.
10. In addition to this, I understand following a meeting with the applicant's Planning Manager on 14 December that the proposed draft condition relating to the provision of electric vehicle charging points has not been agreed by the applicant. This condition is necessary in order to comply with Local Plan 2018 policies 36 and 82, and therefore the Council would object to the removal of this condition.
11. The Council also requests an additional condition to secure compliance with the mitigation measures within the Environmental Statement. Draft wording for this is provided below.

12. Finally, a further review of all the conditions is requested with the applicant before confirming an agreed set of planning conditions to ensure the conditions and reasons are accurately and concisely worded to facilitate the efficient discharge of the planning conditions for this significant and complicated scheme.
13. My Proof of Evidence therefore relates to the following matters as outlined in the Statement of matters:
 3. (i) The effect of the proposal on biodiversity including biodiversity net gain;
 4. Impact on Hobson's Park Nine Wells Local Nature Reserve;
 7. The adequacy of the Environmental Statement: the impacts on trees; and
 10. The conditions proposed to be attached to the deemed planning permission for the scheme.

Part 2: Proof of Evidence

1.0 Introduction

- 1.1 My name is Charlotte Burton, and I am a fully qualified planning officer presently employed by Greater Cambridge Shared Planning as a Principal Planning Officer. I am appearing at the Inquiry into the application for the Network Rail (Cambridge South Infrastructure Enhancement) Order on behalf of Cambridge City Council.
- 1.2 I am a fully chartered member of the Royal Town Planning Institute with 7 years' post-qualification experience. The evidence which I have prepared and provide for in this Proof of Evidence is true and I confirm that the opinions expressed are my true and professional opinions.
- 1.3 This evidence should be read alongside the Proofs of Evidence prepared by Alistair Wilson and Guy Belcher also on behalf of the Council. My Proof of Evidence refers to these where appropriate.
- 1.4 The Council supports the aim of the Cambridge South Infrastructure Enhancements scheme which accords with the vision and strategic objectives of the Local Plan 2018 to promote sustainable economic growth, respond to climate change, and maximise sustainable transport modes, and in accordance with Local Plan policy 5 which supports implementation of the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020).
- 1.5 Notwithstanding this, the Council has raised objections to the scheme where the proposal fails to comply with the adopted development plan and other material considerations, which are summarised in our representation to the public consultation (OBJ-23) and Statement of Case (E11-OBJ23). Since then, officers for the Council have engaged with the applicant to seek to resolve our objections, including several meetings and exchanges of correspondence.
- 1.6 Correspondence summarising these discussions and the current position on our objections is provided in the letter from the Council dated 07 December (Appendix B) and the response from the applicant's Planning Manager dated 10 December (Appendix C). My Proof of Evidence has been prepared based on the content of these documents, although review of the updated Design Principles document is ongoing at the time of writing.
- 1.7 The Council objects to the proposal on several grounds which are covered in my Proof of Evidence. The objections relate to the following matters as outlined in the Statement of matters:
 3. (i) The effect of the proposal on biodiversity including biodiversity net gain;
 4. Impact on Hobson's Park Nine Wells Local Nature Reserve;
 7. The adequacy of the Environmental Statement: the impacts on trees; and

10. The conditions proposed to be attached to the deemed planning permission for the scheme.

2.0 Description of proposals

2.1 The works within the Cambridge City Council administrative boundary are the construction of a new railway station located between the Cambridge Biomedical Campus and Hobson's Park and bordered to the north by the Cambridge Guided Busway. The proposed station works comprise of:

- i. A two-storey station building with entrances on the east (Cambridge Biomedical Campus) and west (Hobson's Park) sides of the railway line, including a retail/catering unit;
- ii. Four platforms with step-free access via a footbridge and lifts; seating and platform canopies for waiting passengers;
- iii. An emergency evacuation footbridge and stairs a secondary covered footbridge at the platforms' southern end;
- iv. Cycle parking on both sides of the railway for a total of 1,000 cycles;
- v. Pedestrian and cycle access paths on both sides of the railway;
- vi. A station forecourt on the eastern side containing five parking bays for Blue Badge Holders; two parking bays for station staff; two parking bays for maintenance staff; three bays for drop-off/pick-up by private cars; and three bays for drop-off/pick-up by taxis; and
- vii. Introduction of 2 additional loop lines.

2.2 The scheme includes landscaping works within Hobson's Park to provide cycle and pedestrian connections across the park to the new station, as well as access for emergency and maintenance vehicles to the western station building from Addenbrooke's Road.

2.3 Permanent land acquisition of areas of public open space is required for the works and temporary land acquisition is required for the construction period which includes the construction compound. Replacement land for public open space is proposed on land to the south of Addenbrooke's Road.

3.0 Site description and context

3.1 The site includes land on the eastern side of the railway line within the site allocation for the Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change within the Local Plan 2018. This is an allocation for health care and biomedical and biotechnology research and development uses.

3.2 The application site boundary includes land within the Cambridge Green Belt, including the railway line, Hobson's Park and Long Road Sixth Form College. Long Road Sixth Form College on the eastern side of the railway line is a

protected open space (SPO 29) within the Local Plan 2018. Hobson's Brook is a City Wildlife Site.

- 3.3 The site includes land within Hobson's Park and the Active Recreation Area which was secured as public open space through a Section 106 Agreement related to the Clay Farm development within the southern fringe. The area is intended for environmental and recreational use and was designed as being accessible from the development and supporting allotments, active play and recreation spaces.
- 3.4 The public open space was also designed to, and forms, an integral part of the sustainable drainage scheme for the development known as Clay Farm. The site levels currently support water storage before release into Hobson's Brook through ponds and attenuation basins. North Brook also runs through the proposed site. The area includes drainage ponds and biodiversity features.
- 3.5 The Cambridge Guided Busway runs through the site and includes a bridge over the railway line, with a pedestrian connection beneath the bridge to provide access between Hobson's Park and the Active Recreation Area. The area is crossed by paths which provides access between the Clay Farm development and the Cambridge Biomedical Campus, and throughout the public open space.
- 3.6 There is an area tree preservation order (TPOs) covering trees to the south of the Long Road bridge and individual TPOs on the St Mary's Playing Field to on the western side of the railway line. Small parts of the railway line and larger areas within the open space to the west and within the Cambridge Biomedical Campus are within Flood Zones 2 and 3, and within areas at risk of surface water flooding up to a 1 in 200 year rainfall event.
- 3.7 The National Grid high pressure pipeline runs though the site, including running parallel to the railway line on the eastern side and within the Cambridge Biomedical Campus. The site is within the Cambridge Airport Safeguarding Zone consultation area for any structure greater than 15m above ground level. The site is also within the Special Control of Advertisements Zone.

4.0 Planning policy context

- 4.1 The adopted development plan is the Cambridge Local Plan 2018 (D-06). The relevant policies are as follows:

- Policy 1 (The presumption in favour of sustainable development)
- Policy 4 (Green Belt)
- Policy 5 (Sustainable transport and infrastructure)
- Policy 8 (Setting of the City)
- Policy 14 (Areas of Major Change and Opportunity Areas – general principles)
- Policy 17 (Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change)
- Policy 18 (Southern Fringe Areas of Major Change)

Policy 28 (Carbon reduction, community energy networks, sustainable design and construction, and water use)
 Policy 29 (Renewable and Low Carbon Energy Generation)
 Policy 31 (Integrated water management and the water cycle)
 Policy 32 (Flood Risk)
 Policy 33 (Contaminated land)
 Policy 34 (Light pollution control)
 Policy 35 (Protection of human health and quality of life from noise and vibration)
 Policy 36 (Air quality, odour and dust)
 Policy 37 (Cambridge Airport Public Safety Zone and Air Safeguarding)
 Policy 39 (Mullard Radio Astronomy Observatory, Lord's Bridge)
 Policy 55 (Responding to context)
 Policy 56 (Creating successful places)
 Policy 57 (Designing new buildings)
 Policy 59 (Designing landscape and the public realm)
 Policy 60 (Tall buildings and the skyline in Cambridge)
 Policy 61 (Conservation and enhancement of Cambridge's Historic environment)
 Policy 67 (Protection of open space)
 Policy 69 (Protection of sites of biodiversity and geodiversity)
 Policy 70 (Protection of Priority Species and Habitats)
 Policy 71 (Trees)
 Policy 80 (Supporting sustainable access to development)
 Policy 81 (Mitigating the transport impact of development)
 Policy 82 (Parking management)
 Policy 85 (Infrastructure delivery, planning obligations and the Community Infrastructure Levy)

4.2 Relevant supplementary planning documents (SPDs) include:

Greater Cambridge Sustainable Design and Construction SPD (adopted 2018) (D-12)
 Cambridgeshire Flood and Water SPD (adopted 2018) (D-13)
 Public Art SPD (adopted in 2010) (D-14)

4.3 Other material considerations include:

Open Space and Recreation Strategy (2011) (Appendix D)
 Cambridgeshire and Peterborough Local Transport Plan (2020) (D-09)
 Transport Strategy for Cambridge and South Cambridgeshire (2014) (D-10)
 Cambridge City Council Air Quality Action Plan (2018) (Appendix E)

4.4 The National Planning Policy Framework (2021) (NPPF) (D-01) and National Planning Practice Guidance (NPPG) (D-04) are also material considerations.

5.0 Evidence

Impact on biodiversity and biodiversity net gain

- 5.1 Local Plan policy 67 'Protected open space' states that development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental importance unless:
- a. the open space can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and
 - b. the re-provision is located within a short walk (400m) of the original site.
- Therefore the policy requires that the proposed loss of open space of environmental importance must be satisfactorily replaced.
- 5.2 Hobson's Conduit is a City Wildlife Site and thus Local Plan policy 69 'Protection of sites of biodiversity and geodiversity importance' is relevant to the proposals. The policy states that development will be permitted if it will not have an adverse impact on such sites. Where development is permitted, proposals must include measures:
- a. to minimise harm;
 - b. to secure achievable mitigation and/or compensatory measures; and
 - c. where possible enhance the nature conservation value of the site affected through habitat creation, linkage and management.
- In exceptional circumstances, where the importance of the development outweighs the need to retain the site, adequate replacement habitat must be provided, and any replacement habitat must be provided before development commences on any proposed area of habitat to be lost, in accordance with the policy.
- 5.3 The NPPF promotes development providing measurable net gains for biodiversity and that opportunities to improve biodiversity in and around developments should be integrated as part of their design (paragraphs 174 and 180). The forthcoming Environment Act introduces a statutory minimum biodiversity net gain target.
- 5.4 The NPPG states that 'net gains' in planning – including biodiversity net gain - are an approach to development that leaves the natural environment in a measurably better state than it was beforehand (paragraph 020). It goes on to explain that this is achieved by creating or enhancing habitats in association with development on-site, off-site or through a combination of on-site and off-site measures (paragraph 022).
- 5.5 The NPPG warns that 'care needs to be taken to ensure that any benefits promised will lead to genuine and demonstrable gains for biodiversity' (paragraph 023). It recommends provisions for biodiversity net gain should be resilient to future pressures from further development or climate change, and supported by appropriate maintenance arrangements.
- 5.6 The Council has provided evidence in the Proof of Evidence prepared by Guy Belcher to argue that the application provides limited information about how the biodiversity net gain target will be achieved. This is because limited information has been provided about the proposed onsite mitigation and how options for further onsite mitigation have been exhausted.

- 5.7 Notwithstanding that the principle of offsite mitigation has not been accepted, for the reasons given in the Proof of Evidence prepared by Guy Belcher, insufficient information has also been provided to demonstrate that offsite mitigation can be secured through the proposed option at Lower Valley Farm, and the timescales, delivery, and governance.
- 5.8 For these reasons, the application has failed to ensure that any benefits promised will lead to genuine and demonstrable gains for biodiversity, or that provisions for biodiversity net gain should be resilient to future pressures and supported by appropriate maintenance arrangements, contrary to recommendations within the NPPG, the NPPF and policies 67 and 69 of the Local Plan.
- 5.9 The Council has identified a potential impact on Corn Bunting and Skylark. Both bird species are Priority Species identified within Section 41 of the Natural Environment and Rural Communities Act. Local Plan policy 70 'Protection of priority species and habitats' states that:

Development will be permitted which:

- a. protects priority species and habitats; and*
- b. enhances habitats and populations of priority species.*

Proposals that harm or disturb populations and habitats should:

- c. minimise any ecological harm; and*
- d. secure achievable mitigation and/or compensatory measures, resulting in either no net loss or a net gain of priority habitat and local populations of priority species.*

Where development is proposed within or adjoining a site hosting priority species and habitats, or which will otherwise affect a national priority species or a species listed in the national and Cambridgeshire-specific biodiversity action plans (BAPs), an assessment of the following will be required:

- e. current status of the species population;*
- f. the species' use of the site and other adjacent habitats;*
- g. the impact of the proposed development on legally protected species, national and Cambridgeshire-specific BAP species and their habitats; and*
- h. details of measures to fully protect the species and habitats identified.*

If significant harm to the population or conservation status of a protected species, priority species or priority habitat resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.

- 5.10 The Council has provided evidence in the Proof of Evidence prepared by Guy Belcher to demonstrate that 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 policy 70.

Impact on Hobson's Park

- 5.11 Local Plan policy 67 'Protected open space' states that development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreational importance unless:
- a. the open space can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and
 - b. the re-provision is located within a short walk (400m) of the original site.
- 5.12 Notwithstanding the revised Deposited Plans (NR-22), the proposal would result in the temporary and permanent loss of open space within Hobson's Park. This area of open space was secured through the Section 106 Agreement for the Clay Farm development.
- 5.13 Hobson's Park is an open space of environmental and recreational importance. It provides important biodiversity mitigation and enhancement, and informal open space for the benefit of the residents, as set out in the Proof of Evidence prepared by Alistair Wilson and in the extract from the Open Space and Recreation Strategy 2011 (Appendix D) below:

Paragraph 4.7:

Cambridge Southern Fringe: Clay Farm

This site lies entirely within Cambridge's administrative area and provides 2,300 new homes and a mixture of other supporting uses. It is allocated in the Cambridge Local Plan 2006 and planning permission was granted in 2010. This site is an important gateway to Cambridge and will form a new edge to the City. Landscape and open space are key elements of overall character of the proposed development, with the existing trees, plantations, hedges, Hobson's Brook and associated ditches characterising the development, and providing the background around which the new landscape will be designed. The green corridor provides the transition between the urban fabric and the open countryside to the south, and remains in the Green Belt. A transition is proposed within this corridor from formal recreation/open space adjacent to Long Road to informal open space further south to merge with the countryside character beyond. This is achieved with the majority of active uses located north of The Busway's Addenbrooke's spur. South of The Busway spur will comprise wet/dry balancing ponds, a permanent wetland feature, informal species rich grassland and tree planting primarily along the western and southern edges. An allotment site of 1 hectare is included on the western edge of the southern section

- 5.14 The use of part of Hobson's Park for the station buildings, structures and paths would result in the permanent loss of open space. The application has failed to demonstrate that the proposed exchange land would provide adequate re-provision for the permanent loss of open space for the reasons explained in the Proof of Evidence prepared by Alistair Wilson.
- 5.15 In summary, this is because of inadequate information on the landscaping and biodiversity features of the exchange land, and the poor accessibility and safety

of crossing Addenbrooke's Road. The proposals fail to demonstrate that the open space can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost. Without such clarification, the permanent loss of open space is contrary to policy 67.

5.16 The use of Hobson's Park during construction would result in the temporary loss of open space. The applicant has not proposed temporary replacement land. The Council has requested that the replacement land to compensate for the permanent loss is made available for use before the temporary use commences. This would provide some mitigation. The applicant has not agreed to this. Therefore, the temporary loss of open space is also contrary to policy 67.

5.17 The Council has requested information from the applicant to justify both the area of land required during construction and the duration for which the land is required, however the applicant has not provided this. The Council does not accept the revised Deposited Plans (NR-22) without justification for the area of the temporary land acquisition. As a result, the application has not demonstrated sufficiently that there are other material considerations that outweigh the temporary loss of open space and the conflict with policy 67.

Impact on trees

5.18 Local Plan policy 71 'Trees' states that development will not be permitted which involves felling, significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value, unless there are demonstrable public benefits accruing from the proposal which clearly outweigh the current and future amenity value of the trees. Development proposals should:

- a. preserve, protect and enhance existing trees and hedges that have amenity value as perceived from the public realm;
- b. provide appropriate replacement planting, where felling is proved necessary; and
- c. provide sufficient space for trees and other vegetation to mature.

5.19 The proposal includes the removal and replanting of trees on the eastern side of the railway line on land owned by Long Road Sixth Form College. These are mature trees which have a high amenity value, as explained in the Proof of Evidence prepared by Alistair Wilson. Therefore, the proposal does not meet part a of policy 71.

5.20 The Council has requested more information from the applicant about the impact on these trees in the form of an Arboricultural Implications Assessment to assess the extent of tree removal required at the College to accommodate the development. This information has not been provided and thus the application fails to demonstrate that felling is necessary contrary to part b of policy 71.

5.21 The Council has provided evidence that the proposed replacement tree planting would not provide appropriate replacement planting and would be contrary to part b of policy 71, because it would take decades to replace the

amenity value of the existing mature woodland strip, and because there are no securities that the replacement trees would not be lost to future development.

- 5.22 In addition, the Council has provided evidence that the proposal is likely to have a significant and long-term impact on the retained trees within the woodland strip. In summary, this is due to the co-dependency of trees and the risk to the retained trees from changes in wind. Therefore, the application has not provided information to demonstrate that the proposals would protect and preserve the retained trees contrary to part a of policy 71.

Planning conditions

- 5.23 At the time of writing, the Council has not agreed a set of draft planning conditions with the applicant. Officers are in ongoing discussions with the applicant and expect to confirm an agreed set of planning conditions in a Statement of Common Ground. The Council requests that any matters that cannot be resolved through the Statement of Common Ground are discussed via the roundtable.
- 5.24 The Council provided information on the conditions it would be seeking in the original representation submitted to the public consultation (OBJ-23) and Statement of Case (E11-OBJ/23). Since then, the Council has engaged in further correspondence and meetings including with technical officers to discuss the wording of the proposed draft conditions.
- 5.25 The most up-to-date set of proposed draft conditions available to me at the time of writing are those that were emailed to me by the applicant's Planning Manager on 08 December. However, I understand from a meeting with the applicant's Planning Manager on 14 December that further amendments have been made to those conditions, including new conditions. The Council has not had an opportunity to review the amendments/additions in detail and therefore further discussions are required.
- 5.26 I have provided the Council's comments on the draft conditions dated 08 December in the table below. This includes comments on whether the conditions are supported, or whether insertions/amendments or further discussions are required. In summary, the Council supports the substance of most of the conditions, however further discussions are required on the draft conditions relating to archaeology, biodiversity net gain, surface water drainage, public art, lighting and the pedestrian link between the Cambridge Guided Busway.
- 5.27 In addition to this, I understand following a meeting with the applicant's Planning Manager on 14 December that the proposed draft condition relating to the provision of electric vehicle charging points has not been agreed by the applicant. This condition is necessary in order to comply with the development plan for the reasons given below and therefore the Council would object to the removal of this condition.

5.28 The Council also requests an additional condition to secure the implementation of the mitigation measures identified within the Environmental Statement. Draft wording for this is provided below.

5.29 Finally, a further review of all the conditions is requested with the applicant before confirming an agreed set of planning conditions to ensure the conditions and reasons are accurately and concisely worded to facilitate discharge of the planning conditions for this significant and complicated scheme.

Electric Vehicle Charging

5.30 Local Plan policy 36 'Air quality, odour and dust' states that development will be permitted where it can be demonstrated it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air.

5.31 The provision of electric vehicle charging points to enable the transition to low emission vehicles is a key priority in the Council's Air Quality Action Plan (2018) (Appendix E). The Greater Cambridge Sustainable Design and Construction SPD (2020) also supports the installation of electric vehicle charging points to reduce air quality impacts.

5.32 While the Council acknowledges that the proposed development is predicted to lead to a net reduction in vehicle numbers overall, nonetheless the development has the potential to see a worsening of air quality at a localised level due to vehicles making trips to use the station. The provision of active electric vehicle charging points is necessary to offset any potential worsening of air quality in the local area.

5.33 The Council welcomes the proposed intention to provide minimal car parking to serve the station. Nonetheless, Local Plan policy 82 'Parking management' states that electric vehicle charging points, or the infrastructure to ensure their future provision, should be provided within a development where reasonable and proportionate.

5.34 The provision of active electric vehicle charging points for blue badge holders and employees using these spaces is necessary to facilitate the national policy to shift to zero emission vehicles as combustion engines are phased out. The applicant has not provided evidence to demonstrate that the provision of active – as opposed to passive - charging points would not be reasonable or proportionate contrary to policy 82.

5.35 For these reasons, active charging points must be provided in accordance with Local Plan policies 36 and 82, and this must be secured through the draft planning condition provided in Appendix A.

Environmental Statement

- 5.36 The Council requests the following additional condition to ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement:

The development shall only be carried out in accordance with the mitigation measures as set out in the Environmental Statement

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement.

- 5.37 This additional condition will be discussed with the applicant during ongoing discussions to agree a set of draft planning conditions.

Appendix A - Comments on draft planning conditions

No.	Subject	Proposed Wording	Council comments
1	Time for commencement	<p>The development hereby permitted must commence before the expiration of 5 years from the date on which the Order comes into force.</p> <p>Reason: To ensure that the development is commenced within a reasonable period of time.</p>	Support.
2	Accordance with drawings	<p>The development must be carried out in accordance with the planning drawings.</p> <p>Reason: To ensure compliance with the approved plans and for the avoidance of doubt.</p>	<p>Support subject to:</p> <p>Insertion of 'development hereby approved'.</p> <p>Insertion of 'approved planning drawings'.</p>
3	Accordance with Design Principles	<p>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.</p>	<p>Support subject to:</p> <p>Insertion of 'development hereby approved'.</p> <p>Insertion of 'Reason: To ensure that the design achieves a high quality and contextually appropriate station and associated public realm'.</p>

4	Phasing Plan	<p>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:</p> <ul style="list-style-type: none"> (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. <p>The phasing plan shall identify:</p> <ul style="list-style-type: none"> 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. <p>The development shall only be carried out in accordance with the approved details submitted.</p> <p>Reason: To clarify how the works are to be phased to assist with the determination of discharge of conditions</p>	<p>Support subject to: Checking condition numbering on final version. Amendment 'The development shall only be carried out in accordance with the approved details submitted'.</p>
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5	Submission of preliminary contamination assessment	<p>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.</p> <p>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).</p> <p>The site investigations shall be undertaken in accordance with the site investigation strategy approved in writing by the relevant planning authority.</p> <p>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.</p>	Support.
6	Submission of site investigation report and remediation strategy	<p>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:</p> <p>(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.</p> <p>(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.</p> <p>The strategy shall include a schedule of the proposed</p>	Support subject to: Checking condition numbering on the final list.

		<p>remedial works setting out a timetable for all remedial measures that will be implemented</p> <p>The works shall be undertaken in accordance with the approved Remediation Strategy approved in writing by the relevant planning authority.</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>	
7	Implementation and completion of remediation strategy works	<p>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:</p> <p>(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</p> <p>(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.</p> <p>The information provided must demonstrate that the site has met the required clean-up criteria set out in the remediation strategy.</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>	<p>Support subject to: Checking condition numbering on the final list.</p>

8	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>	<p>Support subject to: Checking condition numbering on the final list.</p>
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9	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>	<p>Support subject to: Insertion of 'The development shall only be carried out in accordance with the approved details submitted.'</p>
10	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.</p>	<p>Further discussions required to ensure the timing for the trigger of the condition protects the history environment in accordance with Local Plan policy 61:</p> <p>The applicant's Planning Manager explained at meeting on 14 December that Historic England have advised on the wording of the condition which</p>

		<p>archiving and submission of final reports. Reason: To ensure that the archaeological investigation is initiated at an appropriate point in development procedure.</p>	<p>required further amendments. The Council requests opportunity to review the amended wording.</p>
11	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> <ul style="list-style-type: none"> (a) Review of site potential and constraints, based on species surveys and operational limitations of the site. (b) Detailed design(s) and/or working method(s) to achieve stated objectives, including: <ul 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). (c) Extent and location/area of proposed works on appropriate scale maps and plans. (d) Details of monitoring and remedial measures, including timetable for submission to local planning authority. <p>The strategy shall also set out (where the results from monitoring show that conservation aims and objectives of</p>	<p>Support subject to: Amendment: ‘The EMS shall be implemented and maintained in accordance with the approved details.’ The development shall only be carried out in accordance with the EMS approved in writing by the local planning authority.’</p>

		<p>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>	
12	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>	<p>Further discussions required to ensure the condition secures appropriate biodiversity mitigation and enhancement in accordance with Local Plan policies 67, 69 and 70, the NPPF and the NPPG: The mechanism to secure the delivery of any offsite BNG mitigation such as Section 106 Agreement.</p> <p>Insert Reason for the condition.</p>
13	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 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>Further discussions required to ensure the condition secures appropriate surface water drainage in accordance with the development plan: Clarity between conditions 13, 14, 15 covering construction and operational drainage, and how these conditions work together.</p>

		Reason: To ensure appropriate surface water drainage and to prevent the increased risk of flooding.	
14	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.</p> <p>(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.</p> <p>(c) Site Investigation and test results to confirm infiltration rates.</p> <p>(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.</p> <p>(e) Details of the maintenance/adoption of the surface water drainage system.</p>	As above.

		<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>	
15	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> <ul style="list-style-type: none"> (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>The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation</p>	As above.

		<p>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>	
16	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.</p> <p>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.</p> <p>Reason: To enable reasonable and proper control to be exercised over these aspects of the development</p>	<p>Support subject to:</p> <p>Insertion of 'approved parameter plans'.</p> <p>Amend 'relevant approved Cambridge South Design Principles'.</p> <p>Amend 'including details of floor and roof plans, biodiverse roof'.</p> <p>Insertion of 'The development shall be only be carried out in accordance with the approved details.'</p> <p>Amend 'Reason: To enable reasonable and proper control to be exercised over these aspects of the development, and to ensure high quality development which responds appropriately to the site context.'</p>
17	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</p> <p>b) a sample panel for relevant materials (including external</p>	<p>Support subject to:</p> <p>Amendment: '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. No development relating to the construction of any part of Cambridge South station that is intended to be externally visible</p>

		<p>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.</p> <p>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>	<p>on completion external surfaces of the development shall commence until the following has been submitted to and approved in writing by the local planning authority’.</p> <p>Insertion: ‘b) a sample panel for relevant materials (including external brickwork) to include details of fixings, finishes and junctions between materials shall be erected on site to a minimum size of 2 metres by 2 metres, and details submitted to and approved in writing by the local planning authority.</p>
18	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.</p> <p>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>	<p>Support subject to: Amendment: ‘Any No 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 only be carried out in accordance with the approved details.’</p>
19	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> <ul style="list-style-type: none"> (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>Further discussions are required to ensure the condition(s) require submission of an appropriate public art strategy and delivery plan, in accordance with Local Plan policy 56 and the Public Art SPD (2010).</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</p> <p>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>	
20	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.</p> <p>Reason: To ensure that the need for refuse and recycling is successfully integrated into the development.</p>	Support.
21	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.</p> <p>Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 Policy 82).</p>	<p>Support subject to:</p> <p>Insertion of: 'The Cambridge South station shall not be brought into use until cycle parking for station staff and 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 prior to installation.'</p>
22	BREEAM Pre-Assessment: Station Building	<p>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.</p>	Support

		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).	
23	BREEAM Design Stage Certification	<p>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.</p> <p>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).</p>	Support
24	BREEAM Post Construction Certification	<p>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.</p> <p>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).</p>	Support

25	Detailed design approval: Other elements of the proposed development	<p>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.</p> <p>(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.</p> <p>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.</p> <p>Reason: To enable reasonable and proper control to be exercised over these aspects of the development.</p>	<p>Support subject to: Amendment '(c) Railway Systems Compound Buildings and Structures and boundaries'</p> <p>Amendment: 'Design details must be in accordance with the parameter plans. This must be in accordance with the approved 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, and details of external appearance shall include samples of materials to be used externally. The development shall be only be carried out in accordance with the approved details.'</p>
26	Lighting Scheme	<p>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).</p>	<p>Further discussions required to ensure the condition secures appropriate protections for the amenity of nearby residential properties in accordance with Local Plan policy 34:</p> <p>Is it possible to include a monitoring mechanism?</p> <p>Amendment: Reason: To protect the amenity of nearby residential properties and to minimise light pollution, and to protect species'</p>
27	Soil Management Plan	<p>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).</p>	<p>Support subject to: Amend trigger: No development except for approved works to trees...'</p>

		<p>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).</p> <p>Reason: To ensure that the details of the groundworks are acceptable (Cambridge Local Plan 2018; Policies 55, 57 and 59).</p>	
28	Hard and Soft Landscape	<p>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:</p> <p>(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</p> <p>(b) details of post formation soil decompaction.</p> <p>(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 be being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports);</p> <p>(d) planting plans: written specifications (including cultivation</p>	<p>Support subject to:</p> <p>Insertion: 'with approved Parameter Plan 158454-ARC-ZZ-ZZ-DRG-LEP-000101'</p> <p>Insertion: The development shall only be carried out in accordance with the approved details.</p>

		<p>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;</p> <p>(e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected; and</p> <p>(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.</p> <p>(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;</p> <p>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).</p>	
29	Plant/machinery/equipment (station building)	<p>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 there of) is less than or equal to the existing background sound level at the receptors reported in Chapter 5 of the Environmental Statement.</p> <p>Development shall be carried out and maintained only in accordance with the approved details.</p> <p>Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35)</p>	<p>Support subject to: Insertion of: '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+A1:2019 – "Methods for rating and assessing industrial and commercial sound").'</p>

30	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>	Support
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31	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:</p> <ol style="list-style-type: none"> 1. Four slow electric vehicle charge points with a minimum power rating output of 7kW 2. Passive provision comprising the necessary infrastructure comprising ducting and capacity in the station network 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. 3. The electric vehicle charge points shall be designed and 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>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>	Support the proposed wording, but note condition not accepted by the applicant.
32	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>	Support

33	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. 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>	<p>Support subject to: Preferred wording: 'In logical sequence, the AMS and TPP will consider all relevant phases of construction in relation to the potential impact on trees, including the following:</p> <p>(i) required tree works (ii) the specification and position of protection barriers and ground protection and any other 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) ground works including the installation of services and SUDS</p> <p>(iv) management including supervision, access, site briefing attended by the site manager and retained arboricultural consultant, storage of materials,</p> <p>(v)landscaping.'</p>
34	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</p>	Support

		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	
35	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>	<p>Support subject to;</p> <p>Amendment: 'If any tree shown to be retained in approved tree protection methodology in the AMS and TPP is removed, uprooted, destroyed or dies as a result of the development hereby permitted CSIE project construction within five years of project completion...'</p>
36	Pedestrian link beneath Cambridge Guided Busway	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>Further discussions required:</p> <p>Need to check with Countryside about the anticipated completions on the Active Recreation Area.</p> <p>Need to review the nodes / links with other footpaths and what happens to the redundant paths within the Active Recreation Area which connect to Hobson Park.</p>

Appendix B – Letter from Council to applicant dated 07 December 2021

Appendix C – Response from applicant to Council dated 10 December 2021

Appendix D - Open Space and Recreation Strategy (2011)

Appendix E - Cambridge City Council Air Quality Action Plan (2018)