

Addendum report addressing the reasons for deferral of the: Proposed Travel Hub, to include car parking, cycle, coach, and horse parking, travel hub building, photovoltaic panels, substation, lighting; significant infrastructure improvements to include road widening of the A10 along Cambridge Road, Hauxton Road and M11 Junction 11 north bound slip road, and a new dedicated busway to include strengthening of existing agricultural bridge; provision for a new Shared Use Path, including new bridge across the M11; with associated drainage, landscaping (including reconfiguration of bunds), biodiversity enhancement areas and infrastructure.

At: Land to the north/north-west of Hauxton Road (A10), to the north-west and north of Junction 11 of the M11 and to the west of Cambridge Road (A10) CB22 5HT (within the parish of Hauxton and partly within the parish of South Trimpington).

Applicant: Cambridgeshire County Council

Application Number: CCC/20/040/FUL

To: Planning Committee

Date: 24 February 2022

From: Assistant Director, Planning, Growth & Environment

Electoral division(s): Sawston & Shelford and Trimpington

Purpose: To consider the above

Recommendation: That subject to the matter being referred to the Secretary of State for further consideration and the application not being called in, permission is granted subject to the conditions set out in paragraph 11.1 of the 29 July 2021 committee report (attached in Appendix1).

Officer contact:

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Post: Development Management Officer (Strategic and Specialist)

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1. Introduction

- 1.1 At the planning committee meeting on 29 July 2021, it was proposed by Councillor Kindersley, seconded by Councillor Corney and passed unanimously to defer the item for further information to enable elected members to properly consider and determine the application taking into account representations made at the meeting. The reasons for deferral are listed in paragraph 1.2.
- 1.2 The full minutes of the meeting can be found using the following link [Planning committee minutes 29.07.2021](#). For ease of reference the reasons for deferral are listed below (which can be found on pages 14 and 15 of the approved Minutes). These reasons for deferral form the headings in section 4 of this addendum report.
- Justification and use of the travel hub (to include covid considerations, demand patterns and including calculated travel modes)
 - S106 for the Trumpington Meadows development, including impact on the use of this land on the adjacent Trumpington Meadows Nature Reserve;
 - Green belt impact;
 - Pollution concerns including drainage;
 - Researching the possible expansion of solar panels and charging points;
 - Travel connectivity (with regard to the wider transport travel plans for the County and future arrangements such as East / West Rail and Cambridge South Station);
 - Need to establish impact on the Council's climate change agenda;
 - Clarification of landscaping and height of the species to be planted.
- 1.3 In response to the planning committee reasons for deferral, a Planning Statement (November 2021) prepared by Strutt & Parker; and Post Planning Committee Response (19 October 2021) prepared by Mott MacDonald on behalf of Greater Cambridge Partnership were submitted to the County Planning Authority on the 9 and 11 November 2021 respectively, for consideration.

2. Publicity

- 2.1 The committee resolved to defer making a decision on the planning application to enable it to properly consider the proposals and allow further information to clarify the existing proposals including inter alia justification and use of the travel hub (to include covid considerations, demand patterns and including calculated travel modes), the s106 requirements for the scheme at Trumpington Meadows, and the impact of the proposal on the Trumpington Meadows Nature reserve and green belt location. Given that the applicant was purely providing information to clarify the existing proposals as part of the committee deferral process, both planning officers and legal representatives agreed that there were no requirements under the Town and Country Planning (Development Management Procedure) (England) Order 2015 or the Cambridgeshire Statement of Community Involvement (January 2019) to reconsult on an application that has been deferred for determination.
- 2.2 The additional information completed to secure the travel modelling figures does not comprise an amendment to the proposal under the CCC/20/040/FUL planning application. The clarification and detail of the transport modelling and proposals /

assessments related to landscaping, green belt location and climate change were undertaken simply to provide the information sought to enable elected members to properly determine the scheme in the light of particular representations made at the July 2021 meeting. On this basis it was considered by planning officers that a further round of publicity and full consultation was not necessary; albeit the information supplied by the applicant's Agent to address the reasons for deferral were published on the Council's website, so these were made publicly available. Furthermore, all the original respondents / objectors will be invited to attend Planning Committee to provide any further views they have on the clarification information to ensure that full consideration is given to the information provided.

- 2.3 Notwithstanding the above, it was considered appropriate by planning officers that the following consultations in section 3 were carried out with technical officers to assess the additional information that has been submitted by the Applicant as a response to the reasons for deferral only.

3. Consultation responses

- 3.1 Greater Cambridge Shared Planning (GCSP) covering both South Cambridgeshire and Cambridge City Administrative Areas – Planning Officer: **No objection** subject to planning conditions. The GCSP planning responses received took account of specialist consultee comments relating to landscape, visual and green belt matters, biodiversity, environmental health and conservation, which are set out separately below.
- 3.2 Greater Cambridge Shared Planning (GCSP) – Biodiversity: **No objection**. Officers have reviewed the Planning Statement (Strutt & Parker, November 2021) provided by the applicant, which summarises previous information submitted and confirms the previous conclusions with regard to bats, reptiles, birds and badgers. In addition, it is understood from discussion with the County Council ecologist that other previous concerns described below by the GCSP Biodiversity Officer have been resolved.
- 3.3 It is recommended that a monitoring programme of visitor numbers at Trumpington Meadows Nature Reserve and Country Park is conditioned, and should visitor numbers significantly increase from baseline, a review of mitigation is undertaken, and remedial actions taken.
- 3.4 The lack of Biodiversity Net Gain calculations can be resolved by a suitably worded condition which requires a 10% gain and monitoring of habitat at 2, 5, 10-, 15-, 20- and 25-years post creation. Remedial actions should be required if habitat conditions have not been reached within the predicted timeframes. There are therefore no objections to this application subject to the aforementioned conditions (see Draft conditions 9 and 10, within the 29 July 2021 committee report in Appendix 1, condition 9 'Detailed Biodiversity and Ecological Design, including a Landscape and Ecological Management Plan'; condition 10 'Access Management and Maintenance Plan').
- 3.5 Greater Cambridge Shared Planning (GCSP) – Landscape: **No objection**. The following responses set out in paragraphs 3.6 to 3.8 below relate specifically to

landscape, visual and green belt matters, which have been made under the heading of 'Landscape' in the GCSP response.

- 3.6 Section 4 of the submitted Planning Statement relates to Green Belt Impact. GCSP officers noted the references to relevant national planning policy, transport policy and the Green Belt Assessment and Green Belt Assessment Review that accompany the application.
- 3.7 Paragraph 7.7 discusses the consideration of additional photovoltaic (PV) Panels around the car parking areas. The fourth sentence notes that *"it was considered important for the areas around the car parking areas to have a soft landscape led planting to minimise the impact of the scheme upon both the Green Belt and the wider landscape"*. GCSP officers highlighted that this would appear to be a typing error as clearly, planting is, by its very nature, 'soft landscape' and cannot be led by it. They therefore suggested that this is reworded to better describe the design intention.
- 3.8 Section 11 is titled 'Clarification of landscaping and height of the species to be planted' and references the submitted LEMP and landscape design drawings for the scheme proposal. The Committee raised particular questions regarding the size of planting at the time of initial planting/scheme implementation, specifically regarding the use of small and feathered plant stock. GCSP officers suggested that Section 11 of the Planning Statement might therefore helpfully clarify that a diversity of both plant species and heights are proposed in line with current best practice (in particular with regard to biosecurity), broadly noting where and why Advanced Nursery Stock or smaller trees and plant stock are intended to be planted. They also considered that it might also be pertinent to note that whilst information on planting and a LEMP is provided with the application, details relating to the specification of plant material, establishment and maintenance are proposed to be controlled by planning condition. This would help to ensure initial establishment and ongoing success of the planting scheme (see the clarification provided by the Applicant at paragraph 5.45 of this addendum report, by letter dated 2 February 2022; and Draft condition 9, within the 29 July 2021 committee report set out in Appendix 1, 'Detailed Biodiversity and Ecological Design, including a Landscape and Ecological Management Plan').
- 3.9 Greater Cambridge Shared Planning (GCSP) – Climate and Sustainability: **No objection**. GCSP officers noted that the applicant has now submitted further information with regards to queries about the scheme's impact on Cambridgeshire County Council's climate change agenda. Measures to be implemented include:
- Optimisation of scheme design to minimise footprint and materials required, which will help reduce the embodied carbon associated with the proposals.
 - Reductions in transport related emissions by reducing the reliance on private cars by supporting access to more sustainable modes, and provision for EV charging.
 - Generation of renewable energy via the proposed photovoltaic panels.

These measures are welcomed, and from a planning policy perspective, the scheme is considered to be in keeping with the requirements of the South Cambridgeshire Local Plan with regards to carbon reduction and is therefore

supported (see Draft condition 17, within the 29 July 2021 committee report set out in Appendix 1, 'Implementation of the Low Emission Strategy (LES)').

- 3.10 Looking beyond currently adopted planning policy and considering the reasons for deferral, GCSP officers would recommend that consideration be given to undertaking an assessment of the lifecycle emissions of the project using a nationally recognised Whole Life Carbon Assessment methodology. This information could then be used to help inform the design of future projects, providing a baseline from which improvements or refinements could be made. For more specific comments on how the proposals accord with actions and targets contained within Cambridgeshire Climate Change and Environment Strategy, officers would recommend that advice be sought from the Climate Change and Energy Services team within the County Council.
- 3.11 Taking the above into account, the proposed scheme is supported by GCSP officers in sustainable construction terms.
- 3.12 Greater Cambridge Shared Planning (GCSP) – Environmental Health: **No objection.** The Council's Environmental Health Officer has reviewed the additional information submitted by the applicant. None of the information provided is likely to have been requested for or on behalf of environmental health and therefore no additional comments are made to comments previously provided, as set out in Appendix 1. (See Draft conditions 4, 11, 12, 13, 24 and 25: condition 4 'Construction Environmental Management Plan'; condition 11 'Permitted Construction Hours'; condition 12 'No Bonfires or Burning of Waste'; condition 13 'Contamination Remediation Strategy – unexpected contamination'; condition 24 'Noise Impact Assessment'; and condition 25 'Lighting' and the proposed informatives relating to 'Lighting Guidance' and '24 hour working regarding condition 11' within the 29 July 2021 committee report in Appendix 1).
- 3.13 Greater Cambridge Shared Planning (GCSP) – Conservation: **No objection.** The GCSP Conservation Officer has reviewed the additional information submitted by the applicant and concluded that the committee's concerns do not appear to impinge on built heritage. (See Draft condition 21 'Protection of listed milestones' within the 29 July 2021 committee report in Appendix 1).
- 3.14 Cambridgeshire County Council Transport Assessment Team: **No objection.** The Highway Authority is satisfied with the clarification points submitted (in relation to scheme justification and required spaces; Cambridge South West Travel Hub (CSWTH) trip distribution modelling; and travel connectivity taking into account the proposed Foxton Travel Hub) and it is concluded that the proposed development will not cause severe detriment to the capacity of the surrounding highway network. As such, the Highway Authority uphold the previous no objection to the proposals subject to the previous draft conditions recommended (see Draft conditions 14, 15, 16, 18 and 19: condition 14 'Detailed Highway Drawings'; condition 15 'Non-motorised User Route'; condition 16 'Internal layout' condition 18 'Monitoring of cycle parking provisions'; condition 19 'Details of bus and coach service provision'; and the proposed Informative relating to the 'Letter of Comfort' within the 29 July 2021 committee report set out in Appendix 1).
- 3.15 Lead Local Flood Authority (LLFA): **No objection** **subjection to conditions.** Having reviewed the revised documentation LLFA officers confirmed that they had

no further comments beyond those set down in their response of 3rd February 2021 (repeated on the 23rd of March 2021) (ref: 201105767) as set out in Appendix 1. Their position therefore remains supportive of the development, subject to the previous draft condition and informative recommended (see Draft condition 23 'Surface Water Drainage' and the proposed informatives relating to the 'OW Consent', 'Pollution Control'; and 'Guidance on Information required to satisfy condition 23' within the 29 July 2021 committee report set out in Appendix 1; and an additional informative 'Guidance on information required to satisfy part (g) of Draft Condition 4' at the end of this addendum report).

3.16 Cambridgeshire County Council Climate Change and Energy Services: **No objection.** Overall, the Climate Change and Energy Service is supportive of the proposed development and although not adopted planning policy, recommends that whole life carbon assessment is undertaken for the project as this will provide a baseline for the project; and aid in the selection of materials that will result in the least overall carbon impact.

3.17 The impact of the proposal on climate change mitigation, adaptation and natural capital as set out in the current May 2020 approved Climate Change and Environment Strategy (CCES) are highlighted below. Comments below are based on the May 2020 approved Strategy. The reviewed Strategy is going to Full Council on 8th February 2022:

3.18 **Mitigation**

CCES, Section 3.3.2 Low Carbon Transport.

The strategy identifies that active network management must allow all communities access to alternatives such as charging infrastructure for a range of transport options including electric vehicles and e-bikes to reduce carbon emissions. The South West Travel Hub is delivering 100 EV chargers for taxis, cars plus EV charging for buses and bikes which is supporting the delivery of the CCES.

CCES, Section 3.2.2 The County Council's Carbon Footprint.

The South West Travel Hub construction falls into the County Council's scope 3 emissions. The impacts, and how these are being or could be addressed are set out below.

- Upfront carbon emissions during construction (embodied): the proposal has looked to reduce emissions through its use of design and materials, however construction of schemes such as this will result in significant embodied carbon, and it will be helpful to receive the carbon calculations.
- Lifecycle replacement and maintenance: although not required through Local Plan Policy it is encouraged to undertake carbon calculations to understand the carbon impacts from lifecycle replacements and ongoing maintenance of the scheme to aid local carbon accounting. The lifecycle carbon impact of materials may also influence decisions taken at the design phase on material selection, e.g., a material with higher embodied carbon may require less maintenance and therefore have lower lifecycle emissions.
- Operations of the assets: If the asset in the long term becomes a County Council asset the operational electricity will fall under the Council's scope 2 emissions. 31% of onsite energy needs will be met from renewable energy generated by the solar panels, cutting operational carbon emissions. While a greater proportion of on-site generation would be preferable from a carbon

perspective, it is acknowledged that the on-site solar PVs are limited in scale due to potential conflict with green belt policy. It is also acknowledged that the current local plan policy only requires 10% of onsite energy to be supplied by renewables. It would be beneficial if the applicant kept this policy position under review and took advantage of any change that might permit increased renewable electricity generation on site in the future.

3.19 **Adaptation**

CCES Section 4.4.2, Resilient Highways and Infrastructure.

The proposal has designed Sustainable Urban Drainage, grass swales, attenuation ponds and storage to manage the impacts of flood risk and heavy rainfall resulting from wetter warmer winters. The selection of materials used in construction that allow greater permeability to water, thereby reducing flood risk, could be explored if not done so already.

3.20 **Natural Capital**

CCES Section 5.4.2 Air Pollution.

The Strategy identifies the expansion of transport hubs to facilitate a reduction in car journeys, access to public transport, and use active travel as key steps to reducing air pollution in the more urban parts of the county. Together this will reduce car miles, especially in a congested part of Cambridge, reducing vehicular air pollution while also cutting carbon emission from transportation.

3.21 CCES, section 5.4.3. Green Spaces, habitats and land management.

The proposal will deliver 20% biodiversity net gain and include wider landscaping and greening benefits. This is aligned to the council's CCES policy position.

3.22 Cambridgeshire County Council Ecology: **No objection.** The Council's Ecology Officer confirmed that she reviewed the following document: Strutt & Parker (November 2021) Planning Statement: Cambridge South-West Travel Hub and considered that item 3 (in relation to ecology impact to the Country Park), 6, 11 and 12 are consistent with previously submitted information. She therefore had no further comments to make, other than noting that if planning permission is granted, further details for the landscape scheme and mitigation measures for the County Park should be secured through suitably worded conditions (see Draft conditions 5, 6, 9 and 10: condition 5 'Soft and hard landscape works'; condition 6 '5-Year Landscape Establishment'; condition 9 'Detailed Biodiversity and Ecological Design, including a Landscape and Ecological Management Plan'; condition 10 'Access Management and Maintenance Plan'; and the proposed Informative relating to the 'Letter of Comfort' within the 29 July 2021 committee report set out in Appendix 1).

4. **Planning policy and guidance**

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. When the application was considered by the Planning Committee on the 29 July 2021 the development plan included the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan Document (adopted July 2011) and the

Cambridgeshire and Peterborough Minerals and Waste Development Plan Site Specific Proposals Development Plan Document (adopted February 2012). The Cambridgeshire and Peterborough Minerals and Waste Local Plan was at final draft (submission) stage so was afforded some weight (see paragraphs 8.10 and 8.11 of the 29 July 2021 report at Appendix 1).

- 4.2 The Cambridgeshire and Peterborough Minerals and Waste Local Plan (the MWLP) was adopted on 28 July 2021 and together with the South Cambridgeshire Local Plan September 2018 (SCDCLP); and Cambridge City Council Local Plan (CCCLP) was adopted in October 2018 are the development plan for the area.
- 4.3 As noted above, the relevant policies from the emerging MWLP were taken into account in the report to Planning Committee on the 29 July 2021. They have been compared with the policies in the adopted MWLP and are substantively the same. It is considered that the discussion of the relevant MWLP policies in the 29 July 2021 report is still valid.

5. Reasons for deferral by Members at the planning committee on 29 July 2021

Justification and use of the travel hub (to include covid considerations, demand patterns and including calculated travel modes)

- 5.1 Within Chapter 2 of the 'Post Planning Committee Response' (19 October 2021) document prepared by Mott MacDonald in justifying the scheme, there are two sections. At 2.1 the Park & Ride usage is discussed; and at 2.2 the number of parking spaces for the proposed Cambridge South West Travel Hub (CSWTH) is discussed which considers development proposals of both housing and employment in the area; and takes into account the CSWTH trip distribution data.
- 5.2 In considering the Park & Ride usage within the locality of the CSWTH site, the existing Trumpington Park & Ride site vehicle occupancy levels have been examined. The data within the document at Figure 2.1 shows the daily maximum occupancy levels during 2020. The document mentions that prior to the travel restrictions imposed as a consequence of the covid 19 pandemic in March 2020, the existing Park & Ride site at Trumpington operated at full capacity e.g., all 1,340 spaces were occupied every weekday with lower occupancy at weekends; and as the site was at capacity prior to the pandemic, an additional 276 parking spaces were provided resulting in a capacity of 1,616 parking spaces.
- 5.3 The document states that with the introduction of the first covid 19 pandemic lockdown in March 2020, usage at Trumpington Park & Ride dropped to almost zero, and although there was initial recovery of usage later in the year, this was impacted again when the January 2021 lockdown measures were introduced. Since May 2021 the average daily occupancy has started to recover again, and as of October 2021 approx.800 spaces were occupied daily. Section 2.1 of the 'Post Planning Committee Response' (19 October 2021) document concludes that "In the absence of any announcement from major employment organisations in the areas served by Trumpington Park & Ride bus services, in particular in relation to working from home, it is expected that gradually over time the number of users at

Trumpington will increase back to full occupancy, with future employment growth still resulting in the need for additional capacity”.

- 5.4 Within section 2.2 of the ‘Post Planning Committee Response’ (19 October 2021), in considering the number of parking spaces that would be needed to meet the future demand, the forecasts suggest that up to 2,500 spaces would be required. Notwithstanding that an additional 276 spaces have been provided at the existing Trumpington Park & Ride site, the existing site would not be able to accommodate the projected future demand growth because of the extent of development in the vicinity of the site means that the existing site will not have the available land to expand.
- 5.5 The estimation for demand and the required number of spaces for the proposed CSWTH have been calculated using the Cambridge Sub Regional Model (CSRM) (Series E). The results from CSRM modelling exercise indicates that 2,500 spaces will be needed by 2036. This is based upon planned future housing; and employment developments particularly at the Cambridge Biomedical Campus, therefore it is likely that the need for spaces will not significantly alter. Section 2.2 of the ‘Post Planning Committee Response’ (19 October 2021) document concludes that “the uncertainty around the level of people travelling due to the covid 19 pandemic, with new behavioural practices, such as working from home, coming into effect, and remaining, there may be a case for a reduction in spaces. However, calculating this would be based on significant assumptions with little evidence to support, as there is no certainty around travel behaviours and patterns post pandemic. Further work with large employers within the Cambridge area would be recommended to understand future plans for possible working arrangements with employees. At this stage, with the uncertainty around future trip rates, rather than reducing the overall number of spaces at the site, it may be more prudent to deliver the scheme in phases. This could be done to match the gradual return to pre- covid 19 pandemic travel habits”. The site is split into 3 parts in terms of car parking areas which equates to approximately 700 spaces in each third. The Applicant has suggested that the phasing process could be undertaken by building out the site in thirds; although the associated infrastructure, access roads, bridge etc would need to be implement in the first stage so that the site could operate as intended both at the start and on full build out.
- 5.6 The housing developments taken into account for the CSRM modelling consists of 108,136 new dwellings, with the Addenbrooke’s Zone (which includes the Cambridge Biomedical Campus) being a key location for the CSWTH. The CSRM modelling converts the residential developments into population growth are shown in Table 2.1 of the document – the key findings are that the Internal (Cambridge) Zones growth from 2015 to 2026 is 15.6%; and that the Addenbrooke’s Zone (incl. of the Cambridge Biomedical Campus) growth within the same period is 89.7%.
- 5.7 The employment developments that have been taken into account for the CSRM modelling are assumptions based on regional targets of growth rather than specific developments, and for the purpose of the CSRM modelling the employment growth is primarily allocated at the Cambridgeshire region to define the trip locations, forecasts and volume of additional commuter trips. The employment forecasts for the Addenbrooke’s Zone (which includes the Cambridge Biomedical Campus) being a key location for the CSWTH are shown in Table 3.2 of the document – the key findings are that the Internal (Cambridge) Zones employment forecasts from 2015

to 2026 is 11.0% rising to 20.7% by 2036; and that the Addenbrooke's Zone (incl. of the Cambridge Biomedical Campus) employment forecasts from 2015 to 2026 is 23.8% rising to 37.6% by 2036. The document states that the total predicted employment level at Addenbrooke's will be in the region of 21,000 by 2036; and with the proposed growth of the Cambridge Biomedical Campus where an additional 5,231 staff trips, 453 patient trips, and 1,450 visitor trips are predicted to occur daily between 2019 and 2024 would equate to 30-40% increase from current trip levels.

- 5.8 Also within the 'Post Planning Committee Response' (19 October 2021) document, it discusses the importance of the M11 Junction 11 as a gateway for journeys to the Cambridge Biomedical Campus. The documents stresses that the CSWTH will help minimise congestion at this junction and into Cambridge City centre by removing traffic from the M11 before it reaches the A1309 improving connectivity to and from south west Cambridge, thereby helping achieve the objectives of the City Deal. The CSWTH AM peak inbound trip distribution data is shown in Figure 2.3 of the document - the key findings indicates that the majority of demand comes from the M11 with almost half of all trips from the north and a smaller proportion from the south. About a third (37%) of the trips forecast to use the CSWTH facility are approaching via the A10 which is considered realistic when considering the location of the CSWTH.
- 5.9 The additional information has been assessed and is considered acceptable by the Transport Assessment Team and demonstrates sufficiently that the proposed CSWTH development would not contribute to unsustainable levels of additional traffic on the local highway network. As such, the proposals are considered to be compliant with SCDCLP (2018) policies HQ/1, CC/6, TI/2, and TI/3; and CCCLP (2018) policies 5 and 82.

S106 for the Trumpington Meadows development, including impact on the use of this land on the adjacent Trumpington Meadows Nature Reserve

- 5.10 Within section 3 of the Planning Statement (November 2021) document prepared by Strutt & Parker, it is stated that when planning consent was granted for the Trumpington Meadows residential development under planning application S/0054/08/O & 08/0048/OUT in October 2009, it also granted consent for the Trumpington Meadows Country Park and Nature Reserve. The Country Park and the Nature Reserve were implemented approximately 10 years ago. There is nothing within the Section106 for the Trumpington Meadows development that restricts the submission of a planning application on the application site, and there are no legal restrictions which would restrict the Travel Hub development coming forward.
- 5.11 Within section 3 of the Planning Statement (November 2021) document prepared by Strutt & Parker it also states that if planning permission is granted for the Travel Hub, the land will remain in the Green Belt. The Planning Statement acknowledges that it is one of the very few types of development that fall within the category of not inappropriate in the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it. This criterion is defined under paragraph 150 (c) of the National Planning Policy Framework (NPPF 2021).

Green belt impact

- 5.12 As set out within the 29 July 2021 Planning committee report (see Appendix 1), the development was considered by planning officers to fall within the category of requiring 'Very Special Circumstances' for the proposals. This is set out within paragraph 9.6 and paragraphs 9.12- 9.15 of the committee report and was based on an on-balance decision by planning officers taking a precautionary approach. However, planning officers were clear in the committee report within paragraph 9.14 that local transport infrastructure which can demonstrate a requirement for a Green Belt location are one of a very limited number of developments which can be considered as 'not inappropriate development within the Green Belt' having regard to paragraph 150 criterion (c) of the NPPF (2021) 'provided they preserve its openness and do not conflict with the purposes of including land within it' (officer emphasis)' as discussed in paragraph 9.15 of the officer report. The consideration of the Green Belt in the planning balance is considered to be a strong material consideration when balancing the merits or otherwise of the planning application, which is why the original report set out in Appendix 1 was clear to state the planning balance applied by planning officers to offer assistance to elected members of the Planning Committee, in helping them carry out a similar exercise before reaching a final decision.
- 5.13 Within section 4 of the Planning Statement (November 2021) document prepared by Strutt & Parker it highlights that all the existing park and rides around Cambridge City are within the Green Belt, except for Trumpington Park and Ride, which is now only partly within the Green Belt. Within the Planning Statement and Planning Statement Addendum, submitted with the planning application, and acknowledged within the committee report (see Appendix 1) the site and scheme can demonstrate a requirement for a Green Belt location (paragraph 9.12 of the 29 July 2021 committee report). In addition, as assessed in detail within paragraphs 6.38- 6.47 of the Planning Statement submitted with the planning application, several sites both within and outside of the Green Belt were assessed to inform the more appropriate site location. In this regard, a Green Belt Assessment Review, prepared by Liz Lake Associates demonstrated that the application site, was preferable over the three other parcels of land around the M11 having regard to impact upon the Green Belt.
- 5.14 When considering if this is a suitable location for the scheme, it is also worth recognising that the site accords with the location for a park and ride as identified within the current and emerging Combined Authorities Draft Local Transport Plan and it is fully aligned with transport policy in that regard.
- 5.15 Currently one third of the proposed car parking area is proposed to be covered by PV Panels. The PV panels are not a form of development which falls within the category of 'not inappropriate development within the Green Belt' as defined within paragraph 150 of the NPPF (2021). Therefore, under national policy 'very special circumstances' are normally required in respect of PV Panels. Whilst PV Panels do not fall within the exceptions under paragraph 151 of the NPPF (2021), they do form an ancillary part of a Transport Infrastructure Scheme. Whilst the provision for 4-metre-high PV Panels will have some impact on the openness of the Green Belt, it is acknowledged by

planning officers that this will be within the context of the wider Travel Hub scheme, which has been taken into account in the planning balance.

- 5.16 As discussed in paragraphs 9.30-9.31 of the 29 July 2021 committee report (see Appendix 1) it is still considered by planning officers that the proposed scheme, taking into account the 'very special circumstances' balanced against the harm of 'inappropriateness', is acceptable in Green Belt terms. Therefore, having regard to SCDCLP (2018) Policy S/4 and NH/8; CCCLP (2018) Policy 4 and 8; alongside NPPF (2021) paragraphs 137, 138 and 147 - 151; the proposals are considered to be broadly acceptable in principle, subject to the other material planning considerations discussed in the 29 July 2021 Planning committee report (see Appendix 1) taken in the overall planning balance ahead of reaching a final decision.

Pollution concerns including drainage [including connection to the River Cam]

- 5.17 Within section 5 of the Planning Statement (November 2021) document prepared by Strutt & Parker, the Agent confirms that the site historically has been in agricultural use for centuries and has not been used by the historical Fison's business in this location and as such there is no risk of pollution from this factory. Nonetheless, officers have supported the original proposed GCSP condition in relation to unexpected contamination (see Draft condition 13 'Contamination Remediation Strategy – unexpected contamination' and the proposed Informative relating to the 'General Contaminative Land Informative' within the 29 July 2021 committee report set out in Appendix 1).
- 5.18 As detailed within the drainage strategy submitted as part of the planning application, the main travel hub and car parking areas discharge through a combination of swales, ditches and permeable paving solutions. These are split into different outfalls to keep the levels low plus avoid increased flooding in the flood plane to the north of the site.
- The existing Ditch C which runs through the west car-park area will be re-graded to allow this area of car-parking to drain through a permeable SUDS paving system. This ditch will discharge directly into a proposed attenuation pond which due to the relatively impervious clay strata will require storage of 10,992m³.
 - The southern car-parking will drain through a permeable SUDS paving system into a swale in the public bus transfer area. The coach parking area plus roadways will be hard surfaced with trapped gullies. The coach parking, bus transfer area will discharge into the central swale prior to discharging into the attenuation pond with a storage of 2,911m³.
 - The northern car park surface water will drain through trapped gullies and the rain water on the Photo Voltaic parking bays will discharge down rain water pipes into a piped system. The western side will discharge into the bus transfer area attenuation pond and the northern area will discharge in the proposed grass swale towards the north of the site into the Coprolite pond.
 - There is a controlled flow chamber which will restrict the flow into the Coprolite pond X at a flow of 5l/s. This is based on green field runoff as

agreed with the Lead Local Flood Authority. Coprolite pond X is directly connected to Coprolite pond A with a free flow. The Coprolite ponds which are at the lowest level of the site have no visible outlets but overflow to the north in the worst floods.

- 5.19 Within section 6 of the Planning Statement (November 2021) document prepared by Strutt & Parker, it states that the site discharges into the River Cam either directly or via the existing ditch drainage system to the north of the site. Sustainable Drainage Systems (SuDS), swales, trapped gullies, manholes and flow restrictors will be used comprehensively across the site for each element of the travel hub and any pollution which may occur will be cleaned by the SuDS/ swales, trapped or blocked by these features on site. The Agent has confirmed that there is no risk in terms of pollutants entering the River Cam and both the Environment Agency and Lead Local Flood Authority have confirmed no objection to the application having considered this planning application. The foul water will be stored on site in a cesspit and will be emptied on a periodic period to avoid overflowing.
- 5.20 As discussed in paragraphs 9.113-9.116 of the 29 July 2021 committee report (see Appendix 1) planning officers are still content that the proposals are considered to be compliant with SCDCLP (2018) policies CC/7, CC/8 and CC/9 and CCCLP (2018) policies 28 and 31, based on the guidance provided by key technical consultees.

Researching the possible expansion of solar panels and charging points [EV charging]

- 5.21 Within section 7 of the Planning Statement (November 2021) document prepared by Strutt & Parker it states that the planning application as proposed significantly exceeds the requirements of policy CC/2 of the Adopted South Cambridgeshire Local Plan and Policies 28 and 29 of the Adopted Cambridge City Local Plan having regard to energy saving requirements. FlexiSolar solar panels have been initially detailed for the site. These will form a roof section under which low level vehicles will park. As set out within paragraph 6.68 of the Planning Statement submitted as part of the planning application, the Solar PV Panels will meet 31% of the forecasted energy requirements of the site, which will result in a saving of 23 tonnes of carbon dioxide equivalent over the lifetime of the scheme, which is estimated at 60 years.
- 5.22 Also within section 7 of the Planning Statement (November 2021) document prepared by Strutt & Parker, it states that minimising harm to the Green Belt was a key consideration when determining the quantum of PV Panels provided. The location of the PV Panels is proposed within the lower element of the site and the closest to the M11, to further mitigate their impact upon the openness of the Green Belt. The proposed PV Panels in the proposed location, are considered to have some modest conflict, with national Green Belt purposes 1 and 3 and Cambridge Green Belt 2 and 3.
- 5.23 The provision for additional PV Panels above the two other proposed car parking areas would inevitably have a more significant impact on the openness of the Green Belt and a greater conflict with national Green Belt purposes 1 and 3 and Cambridge Green Belt purposes 2 and 3. In addition, the two car parking areas that do not have PV Panels, have also then had the opportunity for significantly greater

landscape planting between car parking spaces, which has benefits both in sustainability and visual amenity terms.

- 5.24 Furthermore, in section 7 of the Planning Statement (November 2021) document prepared by Strutt & Parker, it states that consideration was also given to the provision of additional PV Panels within the areas of green space around the car parking areas. However, the scheme has sought to achieve a balance between several competing disciplines, which given the weight afforded to the Green Belt is supported by planning officers. Provision has been made for a rich grassland and meadow area, which will achieve significant biodiversity net gain, which has been supported by ecology / biodiversity colleagues. In addition, it was considered important for the areas around the car parking areas to have soft landscaping to minimise the impact of the scheme upon both the Green Belt and the wider landscape. Further constraints regarding the need for the creation of attenuation basins, to assist with the (SuDS) Strategy, resulted in very few suitable available areas for additional PV provision outside of the parking areas within the site, particularly in areas that will minimise harm to the Green Belt.
- 5.25 It is fully recognised that provision of additional PV Panels has benefits in terms of renewable energy generation. However, in this regard, it is also worth recognising that the scheme significantly exceeds the policy requirements of policy CC/3 of the South Cambridgeshire Local Plan, which requires a minimum of 10% of energy to be provided via on-site renewable energy.
- 5.26 Within section 8 the Planning Statement (November 2021) document prepared by Strutt & Parker, in relation to Electric Vehicle charging, it is proposed to use 7kw fast charging stations which are flexible charging stations and may potentially deliver 3Kw (slow charging) or 21KW (fast charging) depending on user demands. The charging time will be dependent on how long the user will be staying in the travel hub. The charging stations will be self-monitored with the user being kept informed using a mobile phone app. This is used on all Cambridge schemes plus in many other built car parks as the rapid charging requires a different cabling configuration. The EV charging bays are located in the centre of the car parking areas with taxi's being able to charge in these bays. Ducting is also provided for buses to use EV Charging in the future.
- 5.27 Climate change and sustainability were discussed in paragraphs 9.101-9.106 of the 29 July 2021 committee report (see Appendix 1). Taking into account the additional information submitted that has been assessed and no objection raised by the Climate and Sustainability officers at Greater Cambridge Shared Planning, or the Council's Assistant Director of Climate Change and Energy Services, it is considered that the proposals are compliant with SCDCLP (2018) policies HQ/1, TI/2, TI/3, SC/12, CC/2, CC/3 and CC/4; and CCCLP (2018) policies 5, 28, 29, 31 and 82, that provide opportunities and benefits to be placed in the planning balance.

Travel connectivity (with regard to the wider transport travel plans for the County and future arrangements such as East / West Rail and Cambridge South Station)

- 5.28 Within Chapter 3 of the 'Post Planning Committee Response' (19 October 2021) document prepared by Mott MacDonald in considering travel connectivity, there are six sections. At 3.1 the growth of the Cambridge Biomedical Campus is discussed;

3.2 considers the emerging Greater Cambridge Local Plan; at 3.3 access to the City of Cambridge is discussed; at 3.4 the Cambridge South Station is discussed; at 3.5 East West Rail; and 3.6 considers the Foxton Travel Hub.

- 5.29 Cambridge Biomedical Campus, including Addenbrooke's Hospital, currently employs approximately 17,250 workers and is expected to employ 30,000 by 2031. The Cambridge Biomedical Campus is therefore expected to house 15-20% of all employment within the Cambridge City boundary. There are also several extensive housing and mixed-use developments west of the Cambridge Biomedical Campus taking place over the current local plan period up to 2031. The rate of this development can be seen with the completion of Trumpington Meadows and Glebe Farm developments, with the existing Clay Farm and Bell Farm in the final stages.
- 5.30 The Emerging Greater Cambridge Local Plan is considered at section 3.2 of the 'Post Planning Committee Response' (19 October 2021) document prepared by Mott MacDonald. In addition to current development, as set out in the adopted 2018 Local Plan, there is also the development of the Greater Cambridge Local Plan (GCLP) to take into consideration. The emerging plan sets out the need for 44,400 new homes and 58,500 new jobs. Whilst in the region of 37,200 are already in the pipeline being delivered, or have been delivered, such as Trumpington Meadows and Clay Farm, a further 7,200 is still required to be delivered. As part of the development of the GCLP, a Calls for Sites went out in February and March 2019, and in 2020. From this a total of 730 sites for housing and employment use were assessed, comprising over 16,500ha of land. This demonstrates that there is still a huge demand for significant future development in the Greater Cambridge area from landowners, agents and developers.
- 5.31 Whilst all the planned growth in South Cambridge brings significant employment, and economic benefits, the existing transport network, which was showing signs of being significantly constrained pre- covid 19 pandemic, will need to be improved to cater for the demand associated with the new development. To alleviate the capacity constraints, that were experienced before the pandemic, at the Trumpington Park & Ride site and facilitate the emerging and future anticipated growth in South Cambridge, schemes such as the proposed CSWTH would still be required in order to accommodate the growth in associated trips, and to provide an increase in the provision of sustainable travel options in the area, ultimately enabling the vision for the GCLP to be achieved.
- 5.32 Access to the City of Cambridge is considered at section 3.3 of the 'Post Planning Committee Response' (19 October 2021) document prepared by Mott MacDonald. This section emphasises the purpose of The Cambridge City Access Strategy and Plan (CCASP) (first published, 2019) and lists the core principles as:
- Tackle both congestion and air pollution now and in the future, with benefits sustained over the long term, and supporting a reduction in carbon emissions locally.
 - Encourage behaviour change to reduce car journeys and emissions, in particular for people to make more journeys using public transport, cycling and walking.
 - Significantly improve access for people travelling into and around Greater Cambridge for regular journeys, supporting the economy and creating better journeys for our communities.

- Be fair and equitable to both those travelling to Greater Cambridge from further away, as well as to those residing within the City and South Cambridgeshire.
- 5.33 Within section 3.3 of the 'Post Planning Committee Response' (19 October 2021) document prepared by Mott MacDonald it states that in order for the CCASP to be delivered and be successful without removing people's ability to travel into Cambridge City Centre still, alternative means for undertaking the last mile trips will be required. This includes having Park & Ride sites and Travel Hubs strategically located around Cambridge to intercept private vehicle trips and enable people to transfer to either bus or rail to complete their journey. A series of 'quick wins' were presented to the GCP Executive Board in October and December 2020, to highlight how they could support covid 19 pandemic recovery. This included highlighting the need for immediate investment for cyclists and pedestrians, providing transport support for people and business to recover, and public transport recovery.
- 5.34 Cambridge South Station is considered at section 3.4 of the 'Post Planning Committee Response' (19 October 2021) document prepared by Mott MacDonald. It states that the proposed new rail station at Cambridge South, serving the Cambridge Biomedical Campus, aims to improve connectivity between the emerging Cambridge Biomedical Campus and international gateways, to reduce reliance on Cambridge station for travel to the Southern Fringe and to improve sustainable transport access into the Southern Fringe. A new station is likely to remove some car trips from the M11 and A10 corridors. As such, the Cambridge South Station has not impacted on calculations of space provision at the CSWTH. The CSWTH and the proposed Cambridge South Station are considered to be complementary to each other, but not interdependent, meaning each scheme could still be delivered with or without the other.
- 5.35 East West Rail is considered at section 3.5 of the 'Post Planning Committee Response' (19 October 2021) document prepared by Mott MacDonald. The preferred route alignment corridor of the East West Rail proposal passes through the area identified for the preferred site for the CSWTH. The East West Railway Company are now beginning to develop specific options within the identified route alignment. Consideration will be given to station sites, land and connections with local transport networks and the CSWTH development team will need to liaise with the East West Railway Company, who are identified as a stakeholder, to ensure synergies between the schemes and maximise the benefits of both in a holistic manner that addresses the wider strategic objectives of economic growth and improved transport connectivity in the area.
- 5.36 Foxton Travel Hub is considered at section 3.6 of the 'Post Planning Committee Response' (19 October 2021) document prepared by Mott MacDonald and further clarification received from the Applicant on the 21 January 2021. The Foxton Travel Hub scheme is expected to provide a new travel hub interchange providing in the region of 500 new spaces at Foxton rail station, but the applicant has confirmed that they may consider a phased approach to the planning application submissions with an initial 200 spaces proposed in the first instance in addition to other elements of the scheme for the first phase. This will provide trips approaching Cambridge along the A10 with the option to transfer to rail. Cambridge-bound trips that might be attracted to transfer to rail at Foxton are expected to be those with a destination

within a short walk of Cambridge or Cambridge North stations. This would represent a small proportion of total trips and a smaller proportion of trips than would be attracted to use a Park and Ride site that can serve Cambridge City Centre directly. The Foxton Travel Hub scheme may also attract trips in the opposite direction, from developments across the Cambridge Southern Fringe (such as Trumpington Meadows), to transfer to rail at Foxton for London. The CSWTH and Foxton Travel Hub schemes are considered parallel projects. Both schemes aim to reduce congestion, promote sustainable multimodal travel and meet future demand for Park & Ride type trips to the southwest of Cambridge. The implications of the proposals at Foxton Travel Hub were assessed by officers in the Transport Assessment Team (as set out in paragraph 3.14 of this addendum report) and even with this potential development coming forward in the future they are still content that the proposals are sustainable.

- 5.37 Highway improvements and wider highway considerations including possible future transport schemes were discussed in paragraphs 9.90-9.100 of the 29 July 2021 committee report (see Appendix 1). Taking into account the additional information submitted that has been assessed by highway colleagues and no objection raised by the Transport Assessment Team, it is considered that the proposals remain compliant with SCDCLP (2018) policies HQ/1, CC/6, TI/2, TI/3; and CCCLP (2018) policies 5, and 82.

Need to establish impact on the Council's climate change agenda

- 5.38 Cambridgeshire County Council declared a climate and environmental emergency in May 2019 which led to the development of the Cambridgeshire County Council Climate Change and Environment Strategy 2020 (the reviewed Strategy is going to Full Council on 8 February 2022). The Strategy recognises the significance of the challenge climate change poses and requires stronger and more integrated action. The focus of the Strategy is to reduce GHG emissions, and the vision is to deliver net zero emissions by 2050. One of the priority areas for mitigation is transport:

- Development of Local Transport Plans to prioritise public and mass transport solutions and active travel to reduce CO2 emissions alongside increases EV infrastructure. The Strategy also considers climate adaptation which includes water availability and resilient infrastructure as key priorities alongside a resilient economy and multi-function green and blue infrastructure.

- 5.39 Within the Cambridge South West Travel Hub Statement of Sustainable Design and Construction (2020) submitted with the application, it addresses the Cambridgeshire County Council Climate Change and Environment Strategy 2020 and demonstrates how the proposed scheme supports the Strategy as measures have been incorporated into the design to reduce the emissions associated with its construction. The proposed development will also directly support the priority for mitigation in transport by reducing the reliance of private car and providing increased access to public and active travel, and EV charging for over 100 bays; and also incorporates green infrastructure and SuDS which will help to increase the resilience to climate change.

- 5.40 Within section 10 of the Planning Statement (November 2021) document prepared by Strutt & Parker; it states that the scheme specifically meets two of the policy objectives presented in the Joint Administration Agreement. These are:

Policy objective 1 - Environment, sustainability, and the climate change emergency:

- A Landscape and Ecology Management Plan (LEMP) has been prepared to provide information on the management of landscape and ecology elements within the Scheme boundary during its operation.
- Land which is not required for the infrastructure of the proposed Scheme will be purchased to ensure the objective of 20% biodiversity net gain is met. This will create new habitat as part of the Scheme.
- The design has been optimised throughout development to minimise the footprint and materials required.
- The Scheme supports the Cambridgeshire County Council Climate Change and Environment Strategy 2020 as measures have been incorporated into the design to reduce the emissions associated with its construction. It will also directly support the priority for mitigation in transport by reducing the reliance of private car and providing increased access to public and active travel, and EV charging for over 100 bays. The Scheme also incorporates green infrastructure and SuDS which will help to increase the resilience to climate change.

Policy objective 5 – Transport:

- The Scheme objectives include maximising the potential for journeys to be undertaken by sustainable modes of transport.
- The Scheme will include a 5m wide lit shared use path which will help encourage cycling and reduce car trips.

- 5.41 Also within section 10 of the Planning Statement (November 2021) document prepared by Strutt & Parker; it confirms that some low carbon technologies have already been included in the design such as PV and LED external car park lighting. Section 10 of the Planning Statement (November 2021) document prepared by Strutt & Parker; states that as the detailed design of the building hasn't been undertaken yet, there is an opportunity to include further low carbon technologies for the building lighting, heating and cooling. For example, an option which could be explored is the potential for the building to be heated/cooled using a ground source heat pump. It is also recommended that consideration to reducing materials is continued throughout the detailed design stage.
- 5.42 Climate change and sustainability were discussed in paragraphs 9.101-9.106 of the 29 July 2021 committee report (see Appendix 1). Taking into account the additional information submitted that has been assessed by climate change and sustainability officers and no objection raised by either the Climate and Sustainability officers at Greater Cambridge Shared Planning, or the Council's Assistant Director of Climate Change and Energy Services, it is considered that the proposals are compliant with SCDCLP (2018) policies

HQ/1, TI/2, TI/3, SC/12, CC/2, CC/3 and CC/4; and CCCLP (2018) policies 5, 28, 29, 31 and 82.

Clarification of landscaping and height of the species to be planted [including the removal of landscaping to facilitate the wider scheme]

- 5.43 The Landscape and Ecology Management Plan (LEMP) Mott MacDonald (2020) document for the CSWTH provides information on seeding, planting, and ongoing maintenance of the landscape. The landscape design for the proposed scheme incorporates a number of different habitat types with various species within them. This includes new woodland, wildflower meadows, grass amenity areas, hedgerows, permanently wet Sustainable Drainage System (SuDS) ponds and ditches, and tree and shrub planting. Within Section 11 of the Planning Statement (November 2021) document prepared by Strutt & Parker; it details the species that will be used within the landscape design for the different habitat types as listed below in paragraphs 4.46-4.52.
- 5.44 Section 12 of the Planning Statement (November 2021) document prepared by Strutt & Parker; states that the landscape and visual impact assessment was carried out based on the assumption that the newly planted trees for the Scheme would be between six and eight metres tall when fully matured after 15 years. It is also assumed that the hedgerows would be a minimum of 4m after 15 years. Further information on the species heights can be found on drawing 413752-MMD-LAN-XX-DR-LV-0011 within Volume II of the Environmental Statement². *Molinia caerulea* 'Karl Foerster'.
- 5.45 The Applicant has provided further clarification, by letter dated 2 February 2022, that the approach to the planting specification is to use standard trees of varying size in the Travel Hub, in the meadows and short grass areas and in the new hedgerows along the slip road and bus road. The standard trees would have more presence in the landscape in the early stages of the operation of the site, being taller and having more developed crowns. Advanced heavy standard trees (16/18cm girth) would be planted in the Travel Hub to enable tall clear stems above paths and roads. Elsewhere, in the woodland belts and along the sustainable drainage swales, the approach is to specify whips and transplants as these establish more easily than standard trees and are more tolerant of drought than advanced nursery stock. It would be feasible to water the trees in the car park but much less practicable to do this in the woodland belts.
- 5.46 Species Rich Grassland Seed Mix (approximately 15.6 hectares)

Wildflowers

- *Achillea millefolium* (yarrow)
- *Anthyllis vulneraria* (kidney vetch)
- *Centaurea nigra* (common knapweed)
- *Centaurea scabiosa* (greater knapweed)
- *Galium verum* (lady's bedstraw)
- *Geranium pratense* (meadow cranesbill)
- *Knautia arvensis* (field scabious)
- *Leucanthemum vulgare* (oxeye daisy)

- *Leontodon hispidus* (rough hawkbit)
- *Lotus corniculatus* (birdsfoot trefoil)
- *Malva moschata* (musk mallow)
- *Plantago media* (hoary plantain)
- *Primula veris* (cowslip)
- *Prunella vulgaris* (selfheal)
- *Ranunculus acris* (madow buttercup)
- *Rhinanthus minor* (yellow rattle)
- *Sanguisorba minor* ssp *minor* (salad burnet)
- *Silene vulgaris* (bladder campion)

Grasses

- *Briza media* (quaking grass) - wild
- *Cynosurus cristatus* (crested dogstail)
- *Festuca ovina* (sheep's fescue)
- *Festuca rubra* ssp *junccea* (slender red fescue)
- *Phleum bertolonii* (smaller cat's-tail)
- *Trisetum flavescens* (yellow oat-grass) - wild
- *Anthoxanthum odoratum* (sweet vernal-grass) - wild
- *Agrostis capillaris* (common bent)

5.47 General Purpose Grassland Mix (approximately 2.7 hectares)

Grasses

- *Agrostis capillaris* (common bent)
- *Cynosurus cristatus* (crested dogstail)
- *Festuca rubra* (slender creeping red-fescue)
- *Phleum bertolonii* (smaller cat's-tail)

Wildflowers

- *Centaurea nigra* (common knapweed)
- *Daucus carota* (wild carrot)
- *Galium verum* (lady's bedstraw)
- *Leucanthemum vulgare* (oxeye daisy)
- *Malva moschata* (musk mallow)
- *Poterium sanguisorba* (salad burnet)
- *Prunella vulgaris* (selfheal)
- *Ranunculus acris* (meadow buttercup)
- *Silene dioica* (red campion)

5.48 Damp Grassland Mix (approximately 2.4 hectares)

Grass

- *Agrostis capillaris* (common bent)
- *Alopecurus pratensis* (meadow foxtail wild)
- *Anthoxanthum odoratum* (sweet vernal-grass) – wild
- *Briza media* (quaking grass) – wild
- *Cynosurus cristatus* (crested dogstail)
- *Deschampsia cespitosa* (tufted hair-grass) – wild
- *Festuca rubra* (slender creeping red-fescue)

- *Hordeum secalinum* (meadow barley) – wild
- *Schedonorus pratensis* (meadow fescue) – wild

Wildflowers

- *Achillea millefolium* (yarrow)
- *Achillea ptarmica* (sneezewort)
- *Betonica officinalis* (betony)
- *Centaurea nigra* (common knapweed)
- *Filipendula ulmaria* (meadowsweet)
- *Galium verum* (lady's bedstraw)
- *Leontodon hispidus* (rough hawkbit)
- *Leucanthemum vulgare* (oxeye daisy)
- *Lotus corniculatus* (bird's-foot trefoil)
- *Lotus pedunculatus* (greater bird's-foot trefoil)
- *Plantago lanceolata* (ribwort plantain)
- *Primula veris* (cowslip)
- *Prunella vulgaris* (selfheal)
- *Ranunculus acris* (meadow buttercup)
- *Rhinanthus minor* (yellow rattle)
- *Sanguisorba officinalis* (great burnet)
- *Silene silaus* (pepper saxifrage)
- *Silene flos-cuculi* (ragged robin)
- *Succisa pratensis* (devil's-bit scabious)

5.49 New Native Woodland (approximately 4.8 hectares)

- *Acer campestre* (field maple)
- *Corylus avellana* (hazel)
- *Crataegus monogyna* (common hawthorn)
- *Malus sylvestris* (crab apple)
- *Prunus avium* (wild cherry)
- *Quercus robur* (English oak)
- *Rosa canina* (dog rose)
- *Sambucus nigra* (elder)
- *Sorbus aucuparia* (rowan)

5.50 New Hedgerows (approximately 1.8km)

- *Cornus sanguinea* (common dogwood)
- *Corylus avellana* (hazel)
- *Crataegus monogyna* (common hawthorn)
- *Ilex aquifolium* (holly)
- *Prunus spinosa* (blackthorn)
- *Rosa canina* (dog rose)

5.51 Trees (approximately 365 new trees planted)

- *Acer campestre* 'Elsrijk' (field maple)
- *Alnus glutinosa* (alder)

- *Carpinus betulus* 'Frans Fontaine' (hornbeam)
- *Populus alba* (white poplar)
- *Prunus avium* (wild cherry)
- *Prunus padus* 'Albertii' (bird cherry)
- *Quercus robur* (English oak)
- *Sorbus aucuparia* (rowan)
- *Tilia tomentosa* (silver lime)

5.52 SuDS planting (approximately 6800m²)

Shrubs

- *Salix caprea* (goat willow)
- *Salix viminalis* (osier)
- Marginal Plants
- *Filipendula ulmaria* (meadowsweet)
- *Geum rivale* (water avens)
- *Iris pseudacorus* (yellow flag)
- *Juncus articulatus* (jointed rush)
- *Lychnis flos-cuculi* (ragged robin)
- *Rumex acetosa* (common sorrel)

Reed

- *Phragmites australis* (common reed)

5.53 Ornamental Shrub and Herbaceous Perennial planting

Shrubs

- *Cistus x purpureus*
- *Cytisus praecox*
- *Hebe x franciscana* 'Blue Gem'
- *Lonicera pileata*
- *Potentilla* 'Tilford Cream'
- Herbaceous perennials
- *Agapanthus* 'Headbourne Hybrids'
- *Anemone japonica* 'September Charm'
- *Geranium* 'Rozanne'
- *Iris pallida*
- *Phlox russelliana*

Grasses

- *Miscanthus* 'Morning Light'

5.54 The detailed landscape design for the Scheme can be found within the Landscape and Ecology Management Plan for the CSWTH and the associated appendices.

5.55 In considering the removal of landscaping to facilitate the wider scheme, it is acknowledged that the existing tree and shrub belt between the existing Trumpington Park & Ride southern entrance (Anchor Road) and Hauxton Road (G1 in the Arboricultural Report) currently provides a good visual screen between the houses east of Hauxton Road and the Park & Ride; and also

provides a green approach to Cambridge. The arboricultural survey describes G1 as: Mixed native, hazel, hawthorn, blackthorn, ash, cherry at 1.5m centres. The width of the G1 planting varies between 10m wide (at the southern end) to 20m wide (at the northern end, Trumpington Park and Ride end). This planting belt will be narrowed during construction by between approximately 5-10m to enable the widening of Anchor Road (the southern entrance to the existing Trumpington Park & Ride). Anchor Road is lower than the land in which the tree belt is growing and consequently vegetation would be removed to create a sloping bank between the remaining planting of G1 and the road. While the remaining vegetation in G1 would filter views of the existing Trumpington Park & Ride from much of Hauxton Road and adjacent properties, in places it would be too narrow to fully screen the car park.

- 5.56 Whilst it is also acknowledged that the CSWTH proposal does not incorporate “substantial tree planting” in this area it does however include a hedgerow with trees up to the Addenbrookes Road junction from the south. The Applicant has also put forward a suggestion which could be pursued at the detailed design stage (if members are minded to approve the application), to minimise tree loss, by looking at managing the transition in levels differently, e.g., using a low retaining wall in timber or brick so that less of G1 was affected. Alternatively, the sloping bank could be replanted with a native species tree and shrub mix.
- 5.57 To further articulate this proposed change, drawing 413752-MMD-HWA-XX-DR-AR-0004 (which already forms part of the submitted documents), shows a worst-case scenario in terms of tree loss in this location. There is still a significant width of tree belt separation between Hauxton Road and the existing Trumpington Park & Ride. Taking into consideration the transport benefits of providing this widened access into the park and ride, the loss of vegetation is considered to be the most appropriate solution in planning terms.
- 5.58 Policy 18 of the Cambridge Local Plan and the Cambridge Southern Fringe Area Development Framework are material considerations and therefore accorded full weight. The wording of Policy 18 is as follows:

The Southern Fringe area, comprising Clay Farm, Trumpington Meadows, Bell School and Glebe Farm, is proposed to deliver high quality new neighbourhoods for Cambridge. The principal land use will be a mix of residential properties, including affordable housing. Other land uses will be complementary uses necessary for the creation of a sustainable and vibrant community. These will include:

- a. community facilities, including a health centre, library and meeting rooms;
 - b. education facilities, including up to 5.6 hectares for a secondary school and a primary school;
 - c. local shops and services of a scale that would not impact on the vitality and viability of the existing Trumpington local centre; and
 - d. open space and recreation, including allotments and children’s play areas.
- Some of the above uses could be dealt with comprehensively with other sites in the surrounding area, including on land in South Cambridgeshire, subject to timing and phasing.

Proposals should be in keeping with the requirements of Appendix D of the plan (which is the Southern Fringe Area Development Framework) and should:

- e. retain and enhance the strategic green corridor that extends from the Chalk Hills to Long Road along the Vicar's Brook/Hobson's Brook corridor and retain the nature and character of the two watercourses;
 - f. respect key views, especially to and from the Chalk Hills and create an attractive landscape edge along the southern boundary of the Bell School site;
 - g. create a distinctive gateway to the city and a high-quality urban edge as approached by road from the south and respect key views;
 - h. be fully permeated by pedestrian and cycle routes (incorporating access for all), both within and between the development areas, improving links to the Cambridge Biomedical Campus (including Addenbrooke's Hospital);
 - i. include provision for the extension of existing conventional bus services and Park and Ride services to meet the needs of all residents; and
 - j. provide vehicular access for the Bell School site off Babraham Road only.
- Section Three: City Centre, Areas of Major Change, Opportunity Areas and Site.

- 5.59 Landscape / townscape and visual impact were discussed in paragraphs 9.32-9.40 of the 29 July 2021 committee report (see Appendix 1). Taking into account the additional information submitted that has been assessed and no objection raised by the Landscape officer at Greater Cambridge Shared Planning, it is still considered that the conclusion for landscape matters at paragraph 9.40 of the 29 July 2021 committee report is still relevant. In that, *"Whilst acknowledging that the proposals do not fully meet SCDCLP (2018) Policy NH/2 and CCCLP (2018) Policy 59, the landscape proposals and commitment to long-term management secured via a Landscape and Ecological Management Plan, are considered by planning officers to be capable of offsetting some of the harm that would arise from the proposal, albeit the function, landscape character and appearance of this part of the local landscape would be markedly altered as acknowledged by guidance provided by the GCSP landscape consultant as a statutory consultee. As such, planning officers have acknowledged this conflict in the planning balance, alongside the Cambridge Green Belt issues set out above, to be weighed together before reaching a final conclusion."*
- 5.60 Highway improvements including the proposed road widening and removal of landscaping to facilitate the wider scheme were highlighted at paragraph 9.93; and the impact that the loss of the trees might have on residential amenity were considered in further detail at paragraphs 9.111 and 9.112 of the 29 July 2021 committee report (see Appendix 1).
- 5.61 Additionally, the scheme has been assessed on the basis of the overall landscape impact in accordance with the requirements of Policy 18 of the Cambridge City Local Plan; and whilst it is acknowledged that there will be some loss of trees and vegetation which could have a negative bearing on the character of this area, it is not so detrimental as to result in a total loss of the urban edge and it's gateway role when balanced against the climate change agenda and transport benefits that the scheme will bring as a whole, of which the access widening into the existing Trumpington Park and Ride site is a component part. In addition are mitigation measures are to be secured by

condition to provide long term enhancement and biodiversity value. As such, planning officers and the Landscape officer are satisfied that the proposal would not undermine the objectives of Policy 18 of the Cambridge City Local Plan. (See Draft conditions 5, 6, 8, 9 and 14: condition 5 'Soft and hard landscape works'; condition 6 '5-year landscape Establishment'; condition 8 'Land levels'; condition 9 'Detailed Biodiversity and Ecological Design, including a Landscape and Ecological Management Plan'; condition 14 'Detailed Highway Drawings'; and 'Letter of Comfort' within the 29 July 2021 committee report set out in Appendix 1). It is acknowledged that there will be tree loss to facilitate development however when taking into account the climate change agenda and benefits associated with the proposal, including the biodiversity net gain across the whole scheme within the planning balance, the proposal is considered on balance acceptable and in accordance with SCDCLP (2018) policies HQ/1, SC/9, SC/10, SC/12, SC/14 and CC/6 and CCCLP (2018) policies 18, 34, 35 and 36.

6.0 Conclusion

- 6.1 Considering the information submitted by the Applicant in response to the reasons for deferral by Members on the 29 July 2021; and that technical officer consultee responses have not raised any objections to the submitted information albeit an additional Informative providing 'Guidance on information required to satisfy part (g) of Draft Condition 4 has been added, the conclusion of officers' remains unchanged for the reasons fully described in section 10 of the 29 July 2021 planning committee report (see Appendix 1). It is considered that the proposals in the planning balance just tips in the favour of the development and therefore officers recommend that there is a balanced justification to support the development of the South West Travel Hub as proposed in this application.

7.0 Recommendation

- 7.1 It is recommended that, subject to the matter being referred to the Secretary of State for further consideration and the application not being called in, planning permission is granted subject to the planning conditions and informatives set out in section 11 of the 29 July 2021 planning committee report (see Appendix 1), an additional Informative providing 'Guidance on information required to satisfy part (g) of Draft Condition 4', the undertakings set out in the Letter of Comfort, and agreement by the Secretary of State as a development contrary to the adopted development plan.

Additional Informative

Guidance on information required to satisfy part (g) of Draft Condition 4

The Construction Environmental Management Plan will also need to include:

- a) details of measures indicating how additional surface water run-off from the site will be avoided during the construction works;
- b) the applicant may be required to provide collection, balancing and/or settlement systems for these flows.

