

Addendum report addressing the reasons for the second 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 Trumington).

Applicant: Cambridgeshire County Council

Application Number: CCC/20/040/FUL

To: Planning Committee

Date: 15 June 2022

From: Assistant Director, Planning, Growth & Environment

Electoral division(s): Sawston & Shelford and Trumington

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) and the additions / amendments proposed in paragraph 10.1 of this addendum report.

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1. Introduction

1.1 At the planning committee meeting on 24 February 2022, it was proposed by Councillor Kindersley and seconded by Councillor Sanderson to defer the item for a second time in order that the reasons given in a motion put forward for refusal, which was not supported by the Planning Committee, be addressed by the applicant to enable elected members to further 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 24.02.2022](#). 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 5 of this addendum report.

- Inappropriate development on the greenbelt. Location not demonstrated as essential, as there were other potential locations not within the greenbelt;
- The application was contrary to greenbelt policy as no very special circumstances for development had been demonstrated;
- The solar car ports constituted inappropriate development in the greenbelt;
- Demand levels for the travel hub did not demonstrate the need for the inappropriate development in the greenbelt;
- The development was unsustainable and climate change issues as set out be explored; and
- Why Trumpington Park and Ride was not a valid alternative option.

1.3 Members of the Planning Committee will recall that the application was originally considered and deferred by the planning committee on the 29 July 2021 for the following reasons:

- Justification and use of the Travel Hub (to include Covid 19 considerations, demand patterns and include calculated travel modes)
- **Section 106 for 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**
- **Research possible expansion of solar panels and charging points**
- Need to establish impact on Council's climate change agenda
- **Clarification of landscaping and height of species to be planted**

For ease of reference the full minutes of the meeting can be found using the following link [Planning committee minutes 29.07.2021](#).

1.4 With advice from Legal, members should be mindful that the reasons in paragraph 1.3 in bold text were all addressed in the 24 February 2022 Addendum Report (Appendix 2) and debated by members at the Planning Committee meeting of 24 February 2022. These matters were not included in the further reasons for deferral set out by the members of the Planning Committee at the meeting of 24 February 2022 as detailed above in paragraph 1.2 and will not therefore be discussed in section 8 of this report. For the avoidance of doubt, the matters detailed for further consideration in the latest deferral listed in paragraph 1.2 above are the only outstanding issues that members have identified for further debate and

consideration in reaching a decision on this application. These are discussed further in section 8 of the report.

- 1.5 In response to the 24 February 2022 planning committee reasons for deferral, on 09 May 2022 the applicant submitted further clarification to the County Planning Authority for consideration which comprised the Post Committee Planning Position Statement (May 2022) prepared by Strutt & Parker; and Post 24th February 2022 Planning Committee Response (March 2022) prepared by Mott MacDonald on behalf of Greater Cambridge Partnership.

2. Background

- 2.1 This scheme is one of the key strategic projects identified by the Greater Cambridge Partnership (GCP) as part of the Government's City Deal funding. The intention of the scheme is expressly to ease congestion into the City of Cambridge and reduce journey times and the number of cars travelling into both Cambridge city centre and to the Cambridge Biomedical Campus by easing pressure on the existing Trumpington Park & Ride facility and to seek to reduce traffic flow through the M11 Junction 11.
- 2.2 This proposal is one of a suite of projects to progress additional transport infrastructure in the GCP area. These proposals are set out in the Cambridgeshire and Peterborough Combined Authority's (CPCA's) Local Transport Plan (LTP) published in February 2020 and the GCP Schemes through the City Deal funding. The CPCA's LTP identified the many transport challenges within the area and the need to invest in improved infrastructure; which identifies the potential for additional park and ride capacity in this area (see Figure 3.2 at page 95 in the LTP [LTP.pdf \(leadgenerastaging.com\)](#)), whilst also providing opportunities for more walking and cycling. As of 24 May 2022 a new draft consultation version of the CPCA's Local Transport and Connectivity Plan (LTCP) has been published, and it identifies that the Cambridge South West Travel Hub (CSWTH) in the vicinity of the M11 / A10 is still considered to be a key aspect of the strategic vision for the area ([Draft-LTCP.pdf \(yourltcp.co.uk\)](#)). At page 76 of this draft consultation document you will find confirmation that the CSWTH is one of a number of schemes still required to sustainably deliver the planned growth proposed within the current Local Plans for Cambridge and South Cambridgeshire and on page 79 clarification of the strategic importance of the SWTH proposal is provided:
"Along the A10 corridor towards Royston and the M11 corridor towards Stansted Airport, we will continue to work with partners to secure and deliver improvements to both the infrastructure and services on key rail routes. A new railway station at the Cambridge Biomedical Campus will transform connectivity to the site and we shall continue to lobby the rail industry for more frequent services on the route to Stansted Airport, as well as proposed frequency increases on the King's Ross route as part of the current franchise. New travel hubs at the junction of the M11 with the A10 (the Cambridge South West Travel Hub) and on the A10 at Foxton will provide further opportunities for drivers to join the sustainable transport network further out of the city and to access high-frequency public transport links, as well as being integrated with local bus and active travel networks. The Melbourn Greenway and the Sawston Greenway will form the backbone of the strategic cycle network into the city, connecting to railway stations, travel hubs and linking to other Greenways. We will continue to support Hertfordshire County Council to develop and deliver a cycle bridge over the A505 near Royston and provide the final section of cycleway

between Melbourn and the town. We will continue to investigate a multimodal package of improvements along the A505 corridor between Royston and Granta Park to support the internationally important cluster of science parks in the area through better orbital public transport links, active travel measures and safety improvements.”

- 2.3 Members should note that the new draft consultation version of the CPCA’s LTCP is at a very early stage of preparation and is included here for the purposes of demonstrating that the delivery of the CSWTH post Covid 19 remains a strategic transport initiative for the CPCA.

3. The Site and Surroundings

- 3.1 To assist members in their consideration of this application, a brief overview of the site and surroundings is provided below. A full site and surroundings description is contained and can be viewed by members in section 3 of the 29 July 2021 Officer planning committee report (Appendix 1):
- The largest part of the Scheme comprises the proposed Travel Hub. The main Travel Hub site is located on the west side of the M11 in the parish of Hauxton.
 - The total red line site area spans both sides of the M11 including;
 - the A10 approach on either side of the M11 junction 11 and north bound off-slip from the M11 facilitating widening works along the A10 and M11 northbound slip road,
 - inclusion of an internal access route across the M11 for a dedicated busway public transport route with strengthening works to the existing agricultural bridge (also known as the ‘accommodation bridge’),
 - a new bridge across the M11 for non-motorised users (NMUs),
 - associated landscaping, and
 - a drainage outfall connection route to the River Cam.
 - The application site is situated mainly within South Cambridgeshire, with the dedicated public transport route falling into Cambridge City Council’s administrative area. The main Travel Hub site is located entirely within the Parish of Hauxton with the highway improvements, dedicated public transport route and drainage outfall connection route falling between the Parish of South Trumpington or in non-parished areas within the city of Cambridge.
 - The Travel Hub site is enclosed to the north western boundary by an existing cycleway, to the north east by junction 11 of the M11, to the south east by Cambridge Road (A10), and to the south west by arable fields. Beyond the farm track to the west is the River Cam.
 - The Travel Hub site is located within the Cambridge Green Belt; is within the Lords Bridge Radio Telescope Consultation Area (Area 1); and is in a Civil Aviation Safeguarding Zone for Cambridge Airport for buildings, structures or work over 90 metres in height and for the Imperial War Museum at Duxford for buildings, structures or work over 45 metres in height.
 - The Travel Hub site just falls outside the sand and gravel mineral safeguarded area defined by the Cambridgeshire and Peterborough minerals and Waste Development Plan Document, but is adjacent to this planning constraint, with the drainage connection to the River Cam just entering into

the safeguarded area.

- In respect of heritage constraints, there is an existing grade II listed milestone located adjacent to the Travel Hub NMU access site boundary, to the north of Hauxton Road (Hauxton Mill Bridge: List entry ref: 1127840), and a further grade II listed milestone located adjacent to the red line area on the public transport route towards the existing Trumpington Park and Ride site (Milestone about half a mile south of the junction with Shelford Road, Hauxton Road: List entry ref: 1226190). There are no other heritage assets located within or immediately adjacent to the Travel Hub site and wider red line area.
- There are three scheduled monuments, two conservation areas and a further ten listed buildings / structures within approximately 1 kilometre of the proposed Travel Hub site.
- The Travel Hub site is predominantly located within Flood Zone 1 and is therefore considered to be at a low risk from flooding. Only the far south-west corner of the Travel Hub site is situated within Flood Zones 2 and 3.
- The M11 motorway is located predominantly to the north, with Junction 11 of the M11 to the north-east. Cambridge Road (A10) forms the south-eastern boundary to the site and there is an existing cycleway along the north western boundary that crosses the M11 and continues into Cambridge. To the west are three Coprolite Ponds forming part of the Trumpington Meadows Country Park and nature reserve site. The country park and nature reserve share its boundary with the application site.
- Cambridge City Centre is situated approximately 5.2 kilometres to the north east.
- The main vehicular access to the proposed Travel hub site is proposed from the A10, with the internal access road for the dedicated busway public transport route crossing the M11 towards the existing Trumpington Park and Ride site on Hauxton Road.
- The existing Trumpington Park and Ride site is located approximately 0.82 kilometres to the north-east of the proposed Travel Hub site.
- The closest dwellings are approximately 150 metres to the south (taken from the Travel Hub NMU access site boundary adjacent to the A10), which are located across the A10 at Hauxton Mill.
- The closest dwellings to the public transport route to the east of the M11 are the new dwellings currently being constructed at Trumpington Meadows which are approximately 408 metres away and approximately 712 metres from the centre of the Travel Hub site.
- The closest dwellings to the existing Park and Ride slip road that is proposed to be widened as part of this proposal, are the existing dwellings on the corner of Addenbrookes Access Road which are approximately 99.1 metres away from the centre of the Travel Hub site).

4. The Proposed Development

4.1 The application seeks full planning permission for a Travel hub site and associated infrastructure comprising the following:

- 2,150 car parking spaces inclusive of 108 Blue-Badge bays and 108 Electric Vehicle (EV) charging bays.

- Designated drop off bays with capacity for circa 9 vehicles at any one time.
- Bus interchange comprising 6 bus stops with covered waiting facilities for passengers.
- 12 private coach spaces.
- Initial provision for 326 cycle parking spaces comprising 160 covered Sheffield cycle stands, 16 covered 'M' stands for non-standard cycles, and 150 cycle parking lockers.
- Equestrian parking area with attached horse corral.
- A new 5 metre wide shared use path for non-motorised users (NMUs) with 0.5 metre grass verge for pedestrian, cyclists and equestrians.
- A new shared use Non-Motorised User (NMU) bridge over the M11 for pedestrian, cyclists and equestrians.
- A new site access from the A10 and local widening of the A10.
- A new off-line Public Transport route between the Travel Hub site and the A10 Hauxton Road / Addenbrooke's Road junction.
- Single storey building on the Travel Hub site with provisions including toilets, a help point, information displays, a cleaner's cupboard, an office and a kitchen, with a proposed footprint of 13.95 metres by 9.4 metres and 4 metres lowering to 3.13 metres in height.
- Lighting of the whole site for safety and security purposes, including low level lighting provided along the NMU route; and 8 metre high lighting columns within the Travel Hub site.
- Photovoltaic Panels over a third of the parking area of the site, with infrastructure to allow further additions in the future if required subject to the necessary planning consent.
- Provision for a Sub Station.
- Means of enclosure, to include Post and Three Rail Fencing, Post and Wire Fencing, and Stock Proof Fencing.
- Widening of A10 carriageway to create additional lanes and provision for road infrastructure.
- Widening of the M11 gyratory on the north bound western slip road.
- New access to the Country Park and nature reserve for the Wildlife Trust.
- A soft landscaping strategy is proposed and ecological mitigation and enhancements which includes:
 - native hedgerow and tree planting and wildflower planting.
 - Approximately 23 m of the existing mature hedgerow which crosses the Travel Hub site will be removed.
 - In addition, approximately 500m of the hedgerow along the A10 will be removed to accommodate the widening of the road either side of the entrance to the Travel Hub.
 - Approximately 1800m of new native species hedgerow will be planted as part of the CSWTH Scheme and a new woodland belt of native species along the A10 and A10/M11 boundary (minimum of 20m wide).
- Hard landscaping is proposed to include;
 - height restriction barriers along the proposed shared use NMU;
 - tactile paving at crossing points;
 - 3 metre high bus waiting shelters;
 - permeable block paving within the parking bays;
 - blocked paved footway around the bus loop;
 - pedestrian guardrail;

- deterrent paving;
- traffic lights;
- lockable bus barriers;
- electronically controlled gates;
- road signs within the Travel hub site and existing highway network;
and
- picnic benches.

5. Publicity

- 5.1 The committee resolved to defer making a decision on the planning application to allow further consideration of the detailed proposals and to allow further clarification of the proposal in respect of the parameters for the site choice and alternative site locations considered, including further consideration of why the expansion of the existing Park and Ride Facility at Trumpington was not an option; demonstration of the very special circumstances considered by officers and the appropriateness of the inclusion of solar panels in a Green Belt location; and calculated demand levels including carbon capture calculations for both the construction and operation of the proposed development. Given that the applicant was once again only providing additional clarification of matters that had already been included in the submitted planning application, 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; the Town and Country Planning (Environmental Impact Assessment) Regulations 2017; or the Cambridgeshire Statement of Community Involvement (January 2019) to reconsult on an application that has again been deferred for determination.
- 5.2 The clarification and detail of the site options, inclusion of solar panels and charging points, appropriateness of the proposed Green Belt location and provision of the carbon capture calculations undertaken have been provided to bring to the attention of the elected members the information already in the original planning application to enable them to give further consideration to the determination of this complex proposal in the light of particular representations made at the July 2021 and 24 February 2022 meetings. On this basis it was considered by planning officers that a further round of publicity and full consultation was not necessary; albeit the clarifications 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 have been 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 before a decision is reached.
- 5.3 Notwithstanding the above, it was considered appropriate by planning officers that the following consultations in section 6 were carried out with technical officers to assess the additional clarifications that have been submitted by the Applicant as a response to the reasons for deferral only.

6. Consultation responses

- 6.1 The following formal consultation responses have been received in respect of the further clarification submitted by the Applicant in response to the reasons for deferral set out in paragraph 1.2 above.
- 6.2 Cambridgeshire County Council Climate Change and Energy Services: **no material planning objection to the scheme as proposed.**

Response to planning committee deferral 24 February 2022: Establishing a baseline lifecycle carbon assessment

The Cambridgeshire and Peterborough Independent Commission for Climate Change identified the need to reduce car mileage across Cambridgeshire by 15% by 2030 and replace fossil fuel vehicles with electric vehicles.

The South West Travel Hub sits as one part of a wider Transport Strategy. It is designed to intervene car journeys on the road network to reduce car mileage and support electric vehicles through the provision of EV charge points supplied by green electricity from solar PV.

The Climate Change and Energy Services team at Cambridgeshire County Council has assessed the greenhouse gas emissions (GHG) associated with the proposed South West Travel Hub ("the scheme"). In undertaking this assessment, it is important to highlight the important benefits this process provides, wider than the scheme itself. The Assessment is providing (i) opportunity to build understanding of the carbon emissions associated with construction projects more generally (ii) to identify how the scheme will reduce GHG emissions over the long term and (iii) to monitor the overall emissions for Cambridgeshire as it collaborates on the ambition to reach Net Zero by 2045.

The GHG emissions (also known as "carbon") occur in three main ways:

1. Emissions from construction (known as 'embodied carbon')
2. Emissions from operational energy use on the site
3. Emissions from transport to/from the site and affected transport in the surrounding area.

Construction emissions

The Environmental Statement submitted with the application states that the scheme would result in **emissions of approximately 17,309 tonnes carbon dioxide equivalent (tCO₂e) from construction**. This number includes lifecycle stages A1 to A3 (materials), A4 (transport of materials to site) and A5 (construction plant), which has been calculated using a PAS2080 certified tool so is a reliable estimate. In addition, an assessment of significance has been conducted in line with the *National Policy Statement for National Networks (NPSNN)* by comparing the estimated GHG emissions arising from the scheme with the UK carbon budget. This rightly concludes that the emissions are not significant, in the context of the UK. Comparing this to the whole county, 17,309 tCO₂e is approximately 0.2% of the county's emissions.

All the emissions from the construction phase will form part of Cambridgeshire County Council's 'scope 3' (indirect) carbon footprint. **Whilst recognising that this is not a Planning Policy requirement**, assessing this in the context of the County Council's own carbon footprint, 17,309 tCO₂e is about 15% of the Council's known

2020-21 emissions (the most recent year's data available at the time of writing), or 9% of 2019-20 (a more typical year).

The November 2021 Planning Statement paragraph 10.4 states that “*measures have been incorporated into the design to reduce the emissions associated with its construction*”. Some of these are also mentioned in the Environmental Statement section 8.9, such as reducing the paved area and re-using material on site. Our recommendation is that the scheme designers should update the carbon assessment of the construction phase, once they have detailed designs, to understand the final likely total embodied carbon emissions and consider whether these emissions might be able to be reduced further.

Potential ways to reduce construction emissions might include:

- Choice of materials – selecting lower carbon materials or reclaimed / recycled materials where possible.
- Design to use less material where possible.
- Reducing construction transport to site by choosing local suppliers where available and/or low carbon delivery vehicles where available.
- Using electric or alternative-fuelled construction plant where available.

Energy emissions

The Main Environmental Statement paragraph 8.7.6 states that the site will have an annual operational energy demand of 4,874 MWh, and that 31% of this will be met by on-site solar photovoltaic (PV) generation.

Following our assessment, it became apparent there was a formula error in the calculation. The likely emissions from energy are estimated to be **6,114 tCO₂e** over 60 years; 754 tCO₂e in the year of opening and declining each year to 26 tCO₂e in year 60. This is larger than the 57 to 61 tCO₂e over 60 years identified in the Environmental Statement. .

These energy emissions will fall under the County Council's 'scope 2' carbon footprint if the Council is the bill-payer for electricity usage at the site. If the Council continues to purchase 100% renewable electricity, then the net emissions (using a market-based methodology) would be zero. (For transparency, the Council currently report on both: net emissions using the market-based method, and gross emissions using the location-based method, in line with the GHG Protocol.)

It is strongly recommended that all lighting on site should be LEDs, and, if heating is required, this should be by a renewable source such as air source heat pumps, and no fossil fuel heating systems (such as oil or gas) be installed.

Transport emissions

This is more complex. The Main Environmental Statement paragraph 8.7.7 states that the scheme is estimated to cause an increase of 19,344tCO₂e in non-traded emissions and a decrease of 389tCO₂e in traded emissions over 60 years. (Note that in this context non-traded emissions refers to transport emissions from vehicles and traded emissions refers to emissions from electricity for EVs.) This would mean a **net increase in emissions of 18,955 tCO₂e**, which is equivalent to an approximate **2% increase** in transport emissions in the area over 60 years. This figure is based on the 'webtag' transport modelling and is in comparison to a 'do minimum' counterfactual (without the scheme but considering other developments in the area and changes to traffic behaviour in the study area).

However, the **true level of emissions is likely to be lower than the model** (2 years ago) predicted, due to more recent forecasts showing a likely faster rate of EV uptake than previously forecast, and because the assessment does not consider the potential for electric buses.

Transport emissions from use of the scheme will fall outside of the scope of the County Council's own organisational carbon footprint but will nonetheless fall within the county-wide carbon footprint and Net Zero ambitions.

Other emissions

The main Environmental Statement has not considered the carbon impacts of other lifecycle stages such as maintenance, repair, refurbishment and replacement, or eventual disposal.

Whilst these stages were outside the remit of the scope of assessment, consideration of ongoing maintenance and replacement etc. (including the carbon impacts) may aid in design decisions such as selection of materials. *(These matters are proposed to be captured in the proposed informatives detailed in section 10 of this report should members be minded to grant consent for the development proposed)*

Conclusion

The total carbon emissions from the scheme are estimated at up to 42,378 tCO₂e over 60 years. These figures are estimated figures and there are several factors that are very likely to bring that total down, including consideration of low carbon materials in construction, use of electricity from 100% renewable sources, increased take-up of EVs in the area and the potential for electric buses.

Of the total estimated emissions, 17,309 tCO₂e would occur in the year(s) of construction and the remainder would be spread across the 60 years of operation. The construction phase is therefore the stage with the highest impact on carbon.

There is no material planning objection to the scheme as proposed. However, we recommend draft planning condition 4 (requirement for a detailed Construction Environmental Management Plan) includes an updated carbon assessment for the construction phase of the scheme, demonstrating the methods undertaken to reduce embodied carbon from construction.

In addition, we recommend that the Low Emissions Strategy (LES) (proposed condition 17) is strengthened to require an updated carbon assessment of the total change in emissions from user utilisation of the scheme, based on an updated transport model to consider the implementation of the LES, the latest projected trajectory EV uptake, any intended provision for electric buses and the impact of the scheme on any intended journeys taken in the area.

Furthermore, we recommend that guidance is provided in relation to proposed condition 5 (lighting) to ensure that any lighting scheme also takes account of the energy usage and carbon assessment of the development and to strongly encourage the applicant to use LED lighting throughout.

Finally, as part of the detailed design of the travel hub building, if heating is required, the applicant should be strongly advised that any heating is low carbon such as air source heat pumps and not using fossil fuels such as oil and gas.

6.3 Cambridgeshire County Council Transport Assessment Team: **no objection to the proposals and recognise their strategic importance and alignment with the County Council's objectives.**

The proposed Travel Hub must be seen in the context of the wider strategic interventions being developed by the County Council and Greater Cambridge Partnership to reduce car borne trips travelling to and from the City and support lower carbon lifestyles. This proposal focusses on the reduction of trips along one transport corridor, this being the A10 and is an integral and essential part of the overall strategy.

The Transport Modelling tools used to assess the impacts of the proposed Travel Hub are designed, specifically to assess the highway capacity effects of the reassignment of car trips as a result of the new Travel Hub. The Cambridgeshire Sub-Regional Model (CSRM) shows the change in travel patterns at a high level over a wide area with the detailed capacity modelling considering the changes in detail over a more localised area.

The Travel Hub is not designed to generate 'new' car trips. New trips are generated by growth in commercial and residential use classes, neither of which applies to the Travel Hub. Any trips to and from the site would therefore already be on the network, be those existing trips or future trips driven by growth in and around Cambridge. *The focus is therefore reducing car mileage, and this effect will be compounded by wider policy interventions.*

The transport benefits of the removal of car trips and replacement by bus and cycle trips from the Travel Hub into Cambridge is clearly demonstrated in the CSRM and the detailed modelling results even taking into consideration the growth aspirations in the area. The alternative would be large scale capacity improvements to the A10 corridor into Cambridge which would not be aligned with *County Council, or National Government Policies.*

7. Planning policy and guidance

- 7.1 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 originally 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) as the Cambridgeshire and Peterborough Minerals and Waste Local Plan was at final draft (submission) stage so was only afforded some weight (see paragraphs 8.10 and 8.11 of the 29 July 2021 report at Appendix 1) as it wasn't part of the development plan at that stage. At the time of the consideration of the application at the 24 February 2022 Planning Committee the Cambridgeshire

and Peterborough Minerals and Waste Local Plan had been formally adopted by the Councils and together with the South Cambridgeshire Local Plan September 2018 (SCDCLP); and Cambridge City Council Local Plan (CCCLP) adopted in October 2018 comprised the development plan for the area.

- 7.2 As noted above, the relevant policies from what was 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 and therefore the relevant policies of the adopted MWLP were detailed in the report presented to the Planning Committee for consideration at their meeting of 24 February 2022. It is considered that the discussion of the relevant MWLP policies in the 24 February 2022 report remain valid.

8. Consideration of the Reasons for Deferral by Members at the Planning Committee on 24 February 2022

Inappropriate development on the greenbelt. Location not demonstrated as essential, as there were other potential locations not within the greenbelt. Parameters for site selection and why the existing Trumpington Park and Ride site was not a valid alternative option.

- 8.1 As set out within the 29 July 2021 planning committee report (see Appendix 1), the 'Principle of Need and Justification' for the proposed development was considered at paragraphs 9.2 to 9.5 concluding that the need for additional Travel Hub capacity along the Royston to Cambridge corridor was justified as it was identified in key Transport documents including the Cambridgeshire Local Transport Plan 2011-2031, and the Transport Strategy for Cambridgeshire and South Cambridgeshire undertaken to support the wider planning proposals and allocations in these areas, and more recently in the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (see paragraph 2.2 above regarding the draft consultation version of the CPCA's Local Transport and Connectivity Plan (LTCP)). There has been no change to these documents subsequent to the submission of the planning application and the justification for the provision of a Travel Hub adjacent to the M11 junction remains a valid material consideration in the determination of this planning application.
- 8.2 Within section 2 of the 'Post Committee Planning Position Statement' (May 2022) prepared by Strutt & Parker, the rationale for selection of the proposed site location is detailed and clarification provided on the justification as to why alternative options not within the Green Belt or partly within the Green Belt were dismissed. This was further provided in line with considerations within the Planning Statement submitted as part of the original submission (refer to paragraphs 6.38-6.47 of the 29 July 2021 report), which demonstrated that the scheme proposal put forward by the applicant was subject to robust analysis to determine whether a Green Belt location was required.
- 8.3 The rationale for the proposal is the provision of a Travel Hub along the Royston to Cambridge Corridor. The identified intention of the scheme is to ease congestion into the City of Cambridge and reduce journey times and the number of cars travelling into both Cambridge city centre and to the Cambridge Biomedical Campus by easing pressure on the existing Trumpington Park & Ride facility and to

reduce traffic flow through the M11 Junction 11. The Business Case prepared for the scheme, which is considered to be fully compliant with the Department of Transport Guidance, concludes that a location near the M11 is required. For this reason, the site options for the Travel Hub were constrained to available sites within the vicinity of junction 11 of the M11 which would afford direct access to the guided busway. These considerations comprised proposals for the expansion of the existing Trumpington Park and Ride facility and considerations for the provision of a new purpose-built Travel Hub within one of the 4 sectors straddling M11 junction 11.

8.4 The text within the original Planning Statement has been copied below for ease of reference:

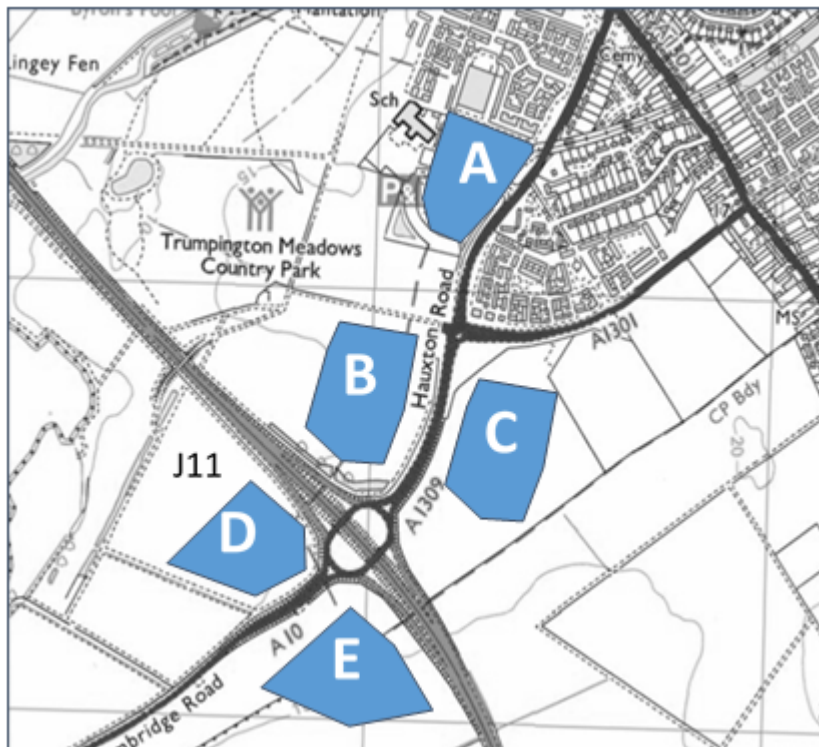
6.38 'In accordance with paragraph 146 of the NPPF, the starting point for consideration of the acceptability of the proposed Travel Hub scheme within the Green Belt, is whether the proposed development has a requirement for a Green Belt location.

6.39 In planning terms, as Cambridge is surrounded by Green Belt, it is difficult to find suitable sites within the edge of the city that are not within the Green Belt. As part of the Business Case for the scheme, a thorough assessment of alternative sites was undertaken. This included an assessment of sites both within and outside of the Green Belt. As a starting point, the GCP assessed potential sites at Foxton, Whittlesford and within Addenbrookes Campus, which are all located outside of the Green Belt. The purpose of this work was to assess if a suitable site could deliver the transport objectives of the scheme, without requiring a need for a Green Belt assessment. An assessment was also undertaken of decking the existing park and ride at Trumpington Meadows, which is partly within the Green Belt, but on a brownfield site.

6.40 As set out within the Outline Business Case for the scheme, prepared by Mott MacDonald, which is based on modelling undertaken by Atkins, approximately two-thirds of the demand at junction 11 is from traffic from the M11. On this basis, there is a transport need for the park and ride/park and cycle schemes to be located in close proximity to the M11 and the schemes at Foxton and Whittlesford would not meet the transport objectives of the scheme. In addition, given the current congestion associated with the approach to the A10, and Addenbrookes Road, provision for additional parking at the Biomedical Campus would not assist with alleviating congestion on the road network where it is needed the most.

6.41 Therefore, from a transport business case perspective it was considered that in order to meet the transport objectives of the scheme, the Travel Hub needed to be located as close to junction 11 of the M11 as possible.

6.42 Therefore, a second round assessment of suitable sites was undertaken. As shown on Figure 6 below, this assessment reviewed five sites that may be suitable for a Travel Hub and would meet the transport objectives of the scheme.



- 8.5 Of the five options considered, Sites B – E are all located within the Green Belt. Site A, which is the existing Trumpington Park and Ride site, is partially located within the Green Belt. Although it is partially within the Green Belt, it is identified as a brownfield site, which benefits from being visually very well contained by the Trumpington Meadows residential development, which is currently being constructed to the south of it.
- 8.6 In accordance with Paragraph 146 of the NPPF, in order to demonstrate a requirement for a Green Belt location, it was important to consider first if the expansion of site A could meet the transport objectives of the scheme, which would negate the need to develop a Green Belt site. Within the Planning Statement, prepared by Strutt & Parker, dated May 2020; at Section 4 ‘Design and Access Statement’ the design evolution is discussed starting at paragraph 4.3 that *“during the early stages of the design process, two options were prepared and put to public consultation in late 2018 (more detail is provided within the Statement of Community Involvement). These two options provided an increase in park and ride spaces and changes to the existing road network, with measures to improve bus journey times from Trumpington Park and Ride and Cambridge City Centre. Option 1 – Development of the existing Trumpington P&R site, and Option 2 – Development of a new park and ride site”*. Further at paragraph 4.4 it states that *“following the public consultation, option 2 became the preferred option and received board approval from the GCP in June 2019, enabling detailed design of the Travel hub on the application site to be taken forward”* [within the Statement of Community Involvement, that formed part of the original submission, at page 19 - option 1 received 53% support from respondents, and option 2 received 71% support from respondents].
- 8.7 In this regard, a detailed assessment of all five sites was undertaken as part of the CSWTH Outline Business Case (OBC) for the development. The OBC did not form part of the planning application submission documents, however the OBC is

referred to in the Planning Statement (specifically in reference to the 'Requirement for a Green Belt location' which can be found at paragraphs 6.38-6.47 of the Planning Statement, prepared by Strutt & Parker, dated May 2020); and within the Non-Technical Summary (specifically the section titled 'Alternatives Considered' which can be found at page 11, dated May 2020). The OBC was published in November 2019 on the Greater Cambridge Partnership website, which can be viewed using the following link - [Cambridge South West Park and Ride Scheme OBC Final - Copy \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk/OBC-Final-Copy). In relation to Site A, the existing park and ride site, which is surrounded by predominantly residential development, the only feasible way of increasing the capacity of the site would be by decking the parking resulting in a multi-storey facility. Detailed work was undertaken to assess the potential for the expansion the existing park and ride site. However, there were a number of disadvantages and constraints with this approach, which included the following:

- The forecast need was for 2,150 additional spaces, however decking of the existing park and ride would only be able to accommodate circa 950 additional spaces as the construction of the decking would result in the loss of a large number of spaces at ground level due to the pillars that would need to be inserted; there is also a gas mains running under the site which rendered the option of an underground extension to the car park inappropriate, so it would not meet the identified required demand. It was also not considered feasible to add a number of storeys onto the car park, given issues relating to an impact on the Green Belt openness; an unacceptable degree of potential overlooking of neighbouring residential dwellings and the primary school to the west from the multi storey facility resulting in the loss of residential amenity; and safeguarding issues for the pupils at the primary school.
- Development of the existing park and ride site would still require the need to travel to the east side of Junction 11 of the M11 and therefore had less benefits in terms of easing congestion, when compared to the proposed application site, which intercepts trips without the need to travel around the M11 Junction 11 Gyratory.
- The construction of the multi-storey decking above the existing park and ride would result in significant disruption and potential short-term closure of the existing park and ride facility.

8.8 Table 22 at pages 95-96 of the CSWTH OBC gives the options considered both at the existing Trumpington Park and Ride (P&R) and a new site at the M11, J11 gyratory options A to E as well as options F, G, H, and I for options elsewhere in the county. Options F, G, H, and I were for expansion of Foxton, Whittlesford, expansion at both and more parking at Cambridge Biomedical Campus. These options as detailed in the OBC did not meet the identified criteria for the provision of this Travel Hub and so were not taken forward. The conclusion of this work meant that only the options A to E met the criteria required for the level of demand identified which thereby enabled the Applicant to demonstrate the justification required for the provision of local transport infrastructure requiring a Green Belt location in accordance with requirements of NPPF paragraph 146. On discounting the multi-storey expansion of the existing Trumpington P&R with decking, the remaining sites at the M11 J11 gyratory were assessed in detail within the Liz Lake Associates (February 2019) Cambridge Western Orbital, Green Belt Options Assessment on behalf of Strutt and Parker for Greater Cambridge Partnerships that formed part of the original submission documents,

- 8.9 Section 2.5 'Transport issues and opportunities', pages 54-72, of the CSWTH OBC provides the justification in respect of safety reasons and identifies the levels of congestion that is caused in the location and why the demand is created at the location of M11 J11. The current transport policy and the highways needs informed the objectives of the scheme and therefore sites located near to the M11 J11 were selected as they are close to the location identified in the Transport Strategy for Cambridgeshire and South Cambridgeshire; were close to the congestion; provided sufficient agglomeration of traffic to create a justification of numbers needed for a Travel Hub site; increased safety by reducing hard shoulder queueing on M11 (not legal on a motorway); and afforded the ability to connect to the existing bus way so buses could avoid highway traffic.
- 8.10 Within section 2 at paragraphs 2.4-2.6 of the 'Post Committee Planning Position Statement' (May 2022) prepared by Strutt & Parker, it also discusses Cambridge Biomedical Campus (CBC) at Addenbrookes, and why this was dismissed as an option for additional parking. Essentially it was dismissed on the grounds that traffic cannot easily access the CBC because the highway network is overly congested and parking at this location would still require traffic to navigate J11 of the M11 and Hauxton Road before turning to get into the campus adding to overall journey times and traffic pollution in the locality.
- 8.11 Also within section 2 of the 'Post Committee Planning Position Statement' (May 2022) prepared by Strutt & Parker, it concludes that to meet the transport objectives of the scheme in respect of highway safety issues and relieving congestion on the M11 at Junction 11, and to deliver the number of spaces required to meet the forecast demand, there is an identified and justified need for the Travel Hub site to be on an appropriately located site within close proximity to Junction 11, with all of the available locations being situated within the Cambridge Green Belt. This was detailed within the Planning Statement and Transport Assessment submitted as part of the original application submission documents. It is considered that for the reasons specified above and detailed in the application submission that the first test within paragraph 146 of the NPPF is passed.
- 8.12 At paragraphs 9.17- 9.20 of the 29 July 2021 committee report (see Appendix 1), the rationale for site selection of sites B-E, at the A10/M11 area based on their proximity to the Royston to Cambridge corridor and the impact on the Cambridge Green Belt were also fully discussed and presented to members for consideration with justification for the de-selection of sites B,C and E provided. The chosen site, site D on the plan above (referred to as 'C' in the Liz Lake Associates (February 2019) Cambridge Western orbital, Green Belt Options Assessment on behalf of Strutt and Parker for Greater Cambridge Partnerships) that formed part of the original submission documents, resulted in a finely balanced exercise, with all four sites having a very strong or positive contribution to Green Belt purposes and openness of the Green Belt. However, the chosen site was favoured over the other three remaining options because of the key benefits it could deliver (which are considered to be significant) whilst also respecting its Cambridge Green Belt location. 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 officer report, dated 29 July 2021 (set out in Appendix 1) clearly laid out the planning balance considerations 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. Those considerations of the planning balance remain relevant to the determination of this application.

The application was contrary to greenbelt policy as no very special circumstances for development had been demonstrated

- 8.13 When the application was originally presented to planning committee on 29 July 2021 it was deferred (in addition to other reasons) as members requested that the applicants provided further information in respect of the 'Green Belt impact'. The applicant provided the additional clarification requested and the 'Green Belt impact' was further discussed at paragraphs 5.12 to 5.16 of the 24 February 2022 Planning Committee Addendum Report which is attached as Appendix 2.
- 8.14 When the application was again presented to planning committee on 24 February 2022 it was further deferred (in addition to the other reasons stated at paragraph 1.2) as members still had concerns that 'the application was contrary to greenbelt policy as no very special circumstances for development had been demonstrated'. The Applicant has provided additional clarification within the 'Post Committee Planning Position Statement' (May 2022) prepared by Strutt & Parker and 'Post 24th February 2022 Planning Committee Response' (March 2022) prepared by Mott MacDonald to aid members in their consideration of this matter. These documents emphasise that there is a strong transport need case for this project, even allowing for a change in travel behaviours following the covid 19 pandemic, and that the transport need case forms part of the planning balance for the 'very special circumstances' for development within the Green Belt.
- 8.15 As set out within the 29 July 2021 planning committee report (see Appendix 1), the applicant considered that it was not necessary for 'very special circumstances' to be demonstrated in respect of the development proposal which relates to a local transport infrastructure proposal which is identified in the NPPF as a justifiable exception in respect of development in the Green Belt. The proposed development was then considered by the planning officer using a precautionary approach and was considered to fall within the category of requiring 'Very Special Circumstances' for local transport infrastructure proposals. This is set out within paragraph 9.6 and paragraphs 9.12- 9.20 of the 29 July 2021 committee report (Appendix 1). The planning officers were clear in the committee report dated 29 July 2021 within paragraph 9.14 that local transport infrastructure which can demonstrate a requirement for a Green Belt location is 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, dated 29 July 2021 (set out in Appendix 1) was clear to state the planning balance applied by planning officers was to offer assistance to elected members of the Planning Committee, in helping them carry out a similar exercise before reaching a final decision.

- 8.16 Within section 4 of the Planning Statement (November 2021) document prepared by Strutt & Parker it is highlighted that all the existing Park and Ride sites around Cambridge City are all within the designated Green Belt, albeit Trumpington Park and Ride was formerly in the Green Belt but is now only partially within the Green Belt as acknowledged in paragraph 8.5 of this report. Within the Planning Statement and Planning Statement Addendum, submitted with the planning application, and acknowledged within the 29 July 2021 committee report (see Appendix 1) the site and scheme have demonstrated 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, of sites B to E (the shortlisted site options) was preferable over the three other parcels of land around the M11 having regard to impacts upon the openness of the Green Belt.
- 8.17 When considering if this is a suitable and appropriate location for the scheme, it must also be recognised that the site accords with the location for a Park and Ride facility/Travel Hub as identified within the current CPCA Local Transport Plan and emerging CPCA Draft Local Transport and Connectivity Plan, and that it is fully aligned with adopted transport policy in that regard.
- 8.18 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, the reduction in carbon emissions through minimisation of use of electricity from the national grid in accordance with the Council's Climate Change and Environment Strategy and the incorporation of a detailed landscaping scheme to minimise the impact of the proposed development when viewed externally, which has been taken into account in the planning balance.
- 8.19 As discussed in paragraphs 9.30-9.31 of the 29 July 2021 committee report (see Appendix 1) planning officers remain of the opinion 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 and 24 February 2022 planning committee reports (see Appendices 1 and 2) taken in the overall planning balance ahead of reaching a final decision.

The solar car ports constituted inappropriate development in the greenbelt.

- 8.20 When the application was originally presented to planning committee on 29 July 2021 it was deferred (in addition to other reasons) as members requested that the applicants provided further information in respect of the 'Green Belt impact'; and, 'Researching the possible expansion of solar panels and charging points'. The 'Green Belt impacts' were discussed at paragraph 5.12 to 5.16; and 'Researching the possible expansion of solar panels and charging points' were discussed at paragraphs 5.21 to 5.27 of the 24 February 2022 Planning Committee Addendum Report (see Appendix 2).
- 8.21 Conversely, when the application was presented to planning committee on 24 February 2022 it was deferred (in addition to the other reasons stated at paragraph 1.2) as members considered that 'the solar car ports constituted inappropriate development in the greenbelt'. Further clarification in response to the concerns raised by elected members has been provided within the 'Post Committee Planning Position Statement' (May 2022) prepared by Strutt & Parker highlighting the relevant information previously submitted within the 'Planning Statement' (November 2021) prepared by Strutt & Parker and previously presented to members.
- 8.22 Within section 7 of the Planning Statement (November 2021) document prepared by Strutt & Parker it is stated that the planning application as proposed significantly exceeds the requirements of policy CC/2 of the Adopted SCDCLP and Policies 28 and 29 of the Adopted Cambridge City Local Plan (CCCLP) 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.
- 8.23 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 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 (to check unrestricted sprawl of large built up areas) and 3 (to assist in safeguarding the countryside from encroachment) (the purpose of the Green Belt is set out in paragraph 138 of the NPPF 2021 and can also be found at paragraph 9.10 of the 29 July 2021 committee report); and Cambridge Green Belt 2 (maintain and enhance the quality of its setting) and 3 (prevent communities in the environs of Cambridge from merging into one another and with the city) (see Policy S/4 'Cambridge Green Belt' and paragraph 2.30 of the Adopted SCDCLP and Policy 4 'The Cambridge Green Belt' and paragraph 2.52 of the Adopted CCCLP 2018).) Additionally, at paragraph 6.2 of the 29 July 2021 committee report, it states "*that the site is close to the Trumpington Meadows Country Park and nature Reserve and also the River Cam, and with this in mind would remain largely as an open car park. Structures have been kept as low as possible and have been sited largely to the northern part of the site to be closer to the M11, to allow openness to be maintained across most of the site and landscaping to be provided to lessen the impact*".

- 8.24 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 as those would be on higher ground and also situated within a more open part of the site and therefore would result in a greater conflict with national Green Belt purposes 1 and 3 and Cambridge Green Belt purposes 2 and 3 (see above in paragraph 8.23). 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.
- 8.25 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 Cambridge Green Belt.
- 8.26 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 Adopted SCDCLP, which requires a minimum of 10% of energy to be provided via on-site renewable energy.
- 8.27 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.
- 8.28 Climate change and sustainability were discussed in paragraphs 9.101-9.106 of the 29 July 2021 committee report (See Appendix 1) and in paragraphs 5.38-5.42 of the 24 February 2022 addendum committee report (see Appendix 2). Additional clarification has been submitted by the applicant that has been formally assessed by the Climate and Sustainability officers at Greater Cambridge Shared Planning, and the Council's Assistant Director of Climate Change and Energy Services and subsequently no objection has been raised to the proposal on the grounds of climate change and sustainability by either consultee, so 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.

Demand levels for the travel hub did not demonstrate the need for the inappropriate development in the Green Belt;

- 8.29 When the application was originally presented to planning committee on 29 July 2021 it was deferred (in addition to other reasons) as members requested that the applicants provided further information in respect of the 'justification and use of the Travel Hub (to include covid considerations, demand patterns and including calculated travel modes)'; and, '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)'. Clarification on the original information was provided within the Post Planning Committee Response (19 October 2021) document prepared by Mott MacDonald. The 'justification and use of the travel hub (to include covid considerations, demand patterns and including calculated travel modes)' were discussed at paragraph 5.1 to 5.9; and '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)' were discussed at paragraphs 5.28 to 5.37 of the 24 February 2022 Planning Committee Addendum Report (See Appendix 2).
- 8.30 When the application was further presented to the planning committee on 24 February 2022 it was deferred (in addition to the other reasons stated at paragraph 1.2) as members considered that 'demand levels for the Travel Hub did not demonstrate the need for the inappropriate development in the Green Belt'. Clarification was provided within the 'Post 24 February 2022 Planning Committee Response' (March 2022) document prepared by Mott Macdonald and is explained in paragraphs 8.31-8.41 below.
- 8.31 **With regard to demand levels** within Chapter 2 of the 'Post 24th February 2022 Planning Committee Response' (March 2022) document prepared by Mott MacDonald providing further clarification for the justification of the scheme, there are two sections. At 2.1 the Park & Ride demand is discussed; and at 2.2 the number of parking spaces for the proposed CSWTH is discussed which considers development proposals of both housing and employment in the area; and takes into account the CSWTH trip distribution data.
- 8.32 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 of the 'Post 24th February 2022 Planning Committee Response' (March 2022) document prepared by Mott MacDonald 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.
- 8.33 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, or 50% of the site. The occupancy data for February 2022 showed the level of occupancy was back up to approximately 50% after the Christmas and New Year breaks.

- 8.34 The data within the 'Post 24th February 2022 Planning Committee Response' (March 2022) document prepared by Mott MacDonald at Figure 2.2 shows the 'Trumpington P&R usage June – September 2021'; at Figure 2.3 shows 'Changes in key indicators: December 2021'; and at Figure 2.4 shows 'Highways England/National Highways WebTRIS Data – Daily flow by month (from pre-COVID January 2019 to December 2021 for routes within Cambridgeshire, including the M11 adjacent to Trumpington)'. Section 2.1 of the 'Post 24th February 2022 Planning Committee Response' (March 2022) document states 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"*. Further it goes on to say that *"additional key indicators support the view that there is a recovery in the demand for travel within Cambridgeshire, including the demand for public transport. Some of these are shown in Figure 2.3. This shows that the use of public transport, whilst down on pre-COVID levels, is still increasing over a six month trend to December 2021"*. Figure 2.4 data shows that the long-term trend is that flows appear to have been recovering since February 2021, peaking in August 2021 before a gradual decline.
- 8.35 Figure 2.4 data also shows that the flows in December 2021 were an increase on December 2020 flows, with the slight decline between November and December 2021 likely to be attributable to school holidays, Christmas/New Year holiday period and bank holidays, work from home recommendation, increased isolation and people being more careful pre-Christmas. The data shown in Figure 2.4 indicates that there is a real risk that recovery will be dominated by the car, which will exacerbate pre-COVID issues with congestion and pollution and will put a constraint on further sustainable economic growth for Cambridge and the wider region.
- 8.36 Within section 2.2 of the 'Post 24th February Planning Committee Response' (March 2022), when originally considering the number of parking spaces that would be needed to meet the future demand at the existing Trumpington P&R site, the forecasts suggest that up to 2,500 spaces would be required. Notwithstanding that, even with an additional 276 spaces that have been provided at the existing Trumpington Park & Ride site, the existing site would not be able to accommodate the projected future demand growth without major expansion because essentially the existing Trumpington P&R site is land-locked by the extent of existing development and allocations for development as identified in both Adopted SCDCLP (2018) and CCCLP (2018) in the vicinity of the site. This includes the recent completion of Trumpington Meadows and Glebe Farm housing sites. The extent of residential development in the area restricts the options for further expansion of the existing Trumpington P&R site with multi-storey decking as this would be visually intrusive on the Cambridge Green Belt; and would have an impact on the amenity of the residential properties and the Trumpington Meadows Primary School within the locality, as already identified in paragraph 8.7 of this report. In

addition to the visual and amenity impacts of expanding the existing Trumpington P&R site further, this would also not reduce traffic exiting Junction 11 of the M11 onto Hauxton Road and travelling through Trumpington. Therefore, the delays experienced at this junction would continue to worsen.

- 8.37 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.
- 8.38 Section 2.2 of the 'Post 24th February 2022 Planning Committee Response' (March 2022) 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 COVID. Further work with large employers within the Cambridge area would be recommended to understand future plans for possible working arrangements with employees. While the work to understand future employment plans has not been undertaken to date, a letter from Cambridge Biomedical Campus has indicated that pre-Covid they were anticipating daily trips to Campus to increase to approximately 67,000 by 2031 and that, while organisations there will continue to adopt some home working, most staff would still need to be on site to support the delivery of healthcare, research and study. 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 travel habits"*.
- 8.39 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 'Post 24th February 2022 Planning Committee Response' (March 2022) 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%.
- 8.40 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 2.2 of the Post 24th February 2022 Planning Committee Response' (March 2022) 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, 450 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.

- 8.41 Also, within the 'Post 24th February 2022 Planning Committee Response' (March 2022) 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 2.6 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.
- 8.42 Having taken everything mentioned in paragraphs 8.29 to 8.41 above into consideration and having considered members concerns, the Applicant has confirmed that the site naturally lends itself to being constructed in 3 parts (if required) in terms of car parking areas, which equates to approximately 700 spaces in each third, to allow the right level of infrastructure to be delivered at the right time to meet projected demand. In acknowledging this, the Applicant has confirmed that the phasing process could be undertaken by building out the site in thirds (with the first phase being that closest to the M11 with the PV infrastructure on); although the associated infrastructure, access roads, bridge etc would need to be implemented in the first stage so that the site could operate as intended both at the start and on full build out. This phasing does not form part of the planning application as submitted and planning officers already acknowledge that if planning permission is granted the applicant could already only partially implement the planning permission to allow a build out in phases to take place anyway, which is why the recommended draft conditions proposed by officers include triggers to ensure that the site cannot be operated without the key infrastructure needed to support it in place first. As such, whilst it may be developed in stages as highlighted above, for the purposes of the planning balance, officers have taken the full development (as a worst case scenario) into account. In doing so planning officers have not recommended a planning condition to specifically require the phasing to be constrained with specific triggers, as they do not consider this is necessary to make the proposals acceptable in planning terms.
- 8.43 The clarification documents have been assessed and are considered acceptable by the Transport Assessment Team, in that they demonstrate 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.

The development was unsustainable and climate change issues as set out be explored

8.44 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 was adopted by 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 increased 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.

8.45 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 [it is acknowledged by officers that there is now the Cambridgeshire County Council Climate Change and Environment Strategy 2022], 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 also aims to reduce 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.

8.46 When the application was originally presented to planning committee on 29 July 2021 it was deferred (in addition to other reasons) as members requested that the applicants provided further information in respect of the 'need to establish the impact of the proposed development on the council's climate change agenda'. This information was provided within the Planning Statement (November 2021) document prepared by Strutt & Parker.

8.47 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.

8.48 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 or air source heat pump. It is also recommended that consideration to reducing materials is continued throughout the detailed design stage.

8.49 When the application was presented to planning committee on 24 February 2022 it was deferred (in addition to the other reasons stated at paragraph 1.2) specifically to suggestions put forward by the Assistant Director for Climate Change and Energy Services, which requested *'That the applicants provide carbon calculations for the construction and operation of the site. The calculations would identify what carbon emissions would be avoided from vehicle transport moving forward and looking at the total equation. If the result was neutral then it would be positive, however, if it would add emissions then carbon offsets could be identified as mitigation.'* The clarification was provided to Cambridgeshire County Council Climate Change and Energy Services within the Post 24 February 2022 Planning Committee Response (March 2022) document prepared by Mott Macdonald, to highlight what had been originally submitted within the Environmental Statement and Transport Assessment.

8.50 Paras 6.4.21 to 6.4.25 of the Environmental Statement confirm that the study area for the EIA has been set using the screening criteria set out within the Design Manual for Road and Bridges (DMRB). Affected roads included in the assessment are those which meet the screening criteria set out below:

- A change of greater than or equal to 1000 Annual Average Daily Traffic (AADT);
- A change of greater than or equal to 200 HDV23;
- A change in speed band24;
- A change in carriageway alignment of greater than or equal to five metres.

In the case of this assessment the roads which exhibit such characteristics are:

- The A10 from the Scheme to Hauxton mill bridge due to a predicted decrease in AADT of approximately 1100 vehicles.

- Between the entrance of the Scheme and the M11 Junction 11 where there is increase in AADT of approximately 2100.
- The M11 where the ARN extends north from Junction 11 with an increase of approximately 1500 AADT
- The ARN extends into Cambridge along Hauxton Road which has a decrease in AADT of approximately 2300 as the Scheme reduces the amount of traffic travelling into the city.
- The new public transport vehicle route from the Travel Hub to the Trumpington Park & Ride (P&R) will have 340 HDV movements due to the proposed increase public transport activities.

The above flows have been taken from the CSRM SATURN model. However, this does not show the whole picture as the SATURN modelling outputs model extents spread far wider than the EIA study area. Figure 8.1 of the Environmental Statement shows particularly significant reductions in AM and PM peak flows (which would in turn reduce the AADT) on the M11 south of Junction 11 but this link is not included within the EIA assessment study area.

The calculation of emissions is not just based upon vehicle flows but does factor in speed and journey times, but a disparity such as that identified will have an impact on the calculations and could reduce in an over-estimation of emissions.

- 8.51 Mott MacDonald have provided a high-level overview in relation to Climate Change Emissions, as set out within section 3 of their Post 24th February 2022 Planning Committee Response (March 2022) and highlights the information that had already been submitted within the Environmental Statement prepared by Mott MacDonald as part of the original planning application submission.
- 8.52 It is acknowledged that the County Council has aspirations to reduce its carbon emissions, however there is currently no planning policy requirement in respect of identifying and measuring carbon reductions associated with the project. The applicant has submitted an application that meets the current policy requirements. It should also be acknowledged that Cambridgeshire County Council's Climate Change and Energy Service has assessed all relevant documents in reaching their conclusion, at paragraph 6.2 of this report, and that there is no material planning objection to the scheme as proposed.
- 8.53 Climate change and sustainability were discussed in paragraphs 9.101-9.106 of the original 29 July 2021 committee report (see Appendix 1). Taking into account the additional clarifications submitted by the Applicant that has been assessed by climate change and sustainability officers and that no objection has been 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.

9.0 Conclusion

- 9.1 In considering the clarifications provided by the Applicant in response to the reasons for deferral by Members on the 29 July 2021 and 24 February 2022; in

addition to the documents originally submitted as part of the planning application; and that technical officer consultee responses have not raised any objections to the submitted clarification, albeit the wording for draft conditions 4, 17, and 19 have been amended (additional wording in bold underlined text, with any strikethroughs identified); and additional Informatives added providing: 'Guidance on information required to satisfy part (g) of Draft Condition 4'; 'Guidance on information required to satisfy condition 19 Details of bus and coach service provision'; 'Guidance on information required to satisfy condition 25 Lighting'; and 'Guidance on any heating sources for the Travel Hub building'; 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 remains in 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.

10.0 Recommendation

- 10.1 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), as amended by the following conditions and informatives set out below; 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.

Revised Conditions – Proposed amendments in Bold and strikethrough (All other conditions remain as proposed in section 11 of the 29 July 2021 planning committee report (see Appendix 1))

4. Construction Environmental Management Plan

No development shall commence until a detailed Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the County Planning Authority. The detailed CEMP shall include, but not be limited to, the following:

- a. Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- b. Details of haul routes within the relevant parts of the site;
- c. A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the relevant parts of the site and siting of the contractors compound during the construction period to be agreed on a phased basis;
- d. Dust management and wheel washing or other suitable mitigation measures such as lorry sheeting, including the consideration of construction / engineering related emissions to air, to include dust and particulate monitoring and review and the use of low emissions vehicles and plant / equipment;
- e. Noise and vibration (including piling) impact / prediction assessment, monitoring and recording protocols / statements and consideration of mitigation measures in accordance with the provisions of BS5228

- (2009): Code of practice for noise and vibration control on construction and open site – Part 1 and 2 (or as superseded);
- f. Where relevant results of a noise assessment of the potential impact of construction noise on nearby residential properties and details of suitable noise mitigation measures as appropriate (in accordance with relevant standards and best practice);
 - g. Details of best practice measures to be applied to prevent contamination of the water environment during construction;
 - h. Measures for soil handling and management including soil that is potentially contaminated;
 - i. Details of concrete crusher if required or alternative procedure;
 - j. Details of odour control systems including maintenance and manufacture specifications;
 - k. Maximum mitigated noise levels produced by construction equipment, plant and vehicles;
 - l. Site lighting for the relevant part of the site;
 - m. Screening and hoarding details;
 - n. Liaison, consultation and publicity arrangements, including dedicated points of contact;
 - o. Complaints procedures, including complaints response procedures;
 - p. Membership of the considerate contractors' scheme; ~~and~~
 - q. Archaeological protection and mitigation measures to be implemented during the construction process; **and**
 - r. **An updated carbon assessment for the construction phase of the scheme, demonstrating the methods undertaken to reduce embodied carbon from construction.**

The CEMP shall be implemented in accordance with the approved details during the construction phase.

Reason: *To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers, particularly in terms of local air quality. In accordance with policies CC/6, SC/9, SC/10, SC/11, SC/12 and SC/14 of the South Cambridgeshire Local Plan (2018); Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution); and policies **28, 33, 34, 35 and 36** of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the detailed information in relation to the CEMP from the outset, prior to the construction phase, to ensure that the appropriate mitigation measures and controls are agreed and in place before any development commences.*

17. Implementation of the Low Emission Strategy (LES)

No development shall commence until the final details of the Low Emission Strategy, based on the principles set out in Section 9 of the Transport Assessment by Mott MacDonald dated 28 May 2020, have been submitted to, and approved in writing by, the County Planning Authority. As a minimum the final measures shall include the following:

- a. Provision of proposed 108 Electric Vehicle Charging Points;
- b. Provision of proposed 326 Cycle Parking; and

c. An implementation plan and timetable for each of the proposed measures.

In addition to the above:

- the final **Low Emission Strategy** details shall demonstrate how the proposal will facilitate sustainable transport modes to and from the Travel Hub as outlined in section 9.2 to 9.5 of the Transport Assessment (set out below for ease of reference):
 - i. Provision of a 5m wide and non-motorised user route over the M11 between the A10 and the A1309/Hauxton Road.
 - ii. Provision of cycle parking lockers and cycle storage to encourage Cycle and Ride trips at the Travel Hub.
 - iii. Provision for additional 12 new public transport vehicles an hour serving the Travel Hub; **and**
- **an updated carbon assessment of the total change in emissions from user utilisation of the scheme shall be undertaken, based on an updated transport model, to take into account the implementation of the Low Emissions Strategy, the latest projected trajectory of EV uptake, any intended provision for electric buses, and the impact of the scheme on journeys taken in the area.**

The delivery and implementation of the above measures shall subsequently be carried out in accordance with the approved details and implementation timetable, to ensure any impacts of the Travel Hub on local air quality **and carbon emissions** is minimised.

*Reason: In the interests of reducing impacts of developments on local air quality **and carbon emissions**, and encouraging sustainable forms of transport in accordance with policies **CC/1**, SC/12 and TI/2 of the South Cambridgeshire Local Plan (2018); the Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution); and policies **28**, 36 and 81 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the Low Emission Strategy from the outset and maintain an emphasis on encouraging sustainable forms of transport before any development commences.*

19. Details of bus and coach service provision

Prior to the Travel Hub first being brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner, details of the bus and coach service provision, routes, to serve the site shall be submitted to, and approved in writing by, the County Planning Authority.

*Reason: To ensure that the sustainable transport information, **including the use of electric vehicles**, is understood in accordance with policy TI/2 of the South Cambridgeshire Local Plan (2018) and policy 81 of the Cambridge City Council Local Plan (2018).*

Additional Informatives Proposed (All other Informatives remain as proposed in section 11 of the 29 July 2021 planning committee report (see Appendix 1)

Guidance on information required to satisfy draft condition 19 Details of bus and coach service provision

In order to ensure that the details of bus and coach service provision submitted for condition 19 also takes account of the energy usage and carbon assessment of the development, the applicant is strongly encouraged to demonstrate that the site would be suitable for electric buses and coaches (including consideration of whether specialist electric bus and coach charging facilities would be required at this site or elsewhere) whilst also demonstrating the design has taken account of the green belt location in relation to all sensitive receptors. This is to ensure that all future carbon emissions are reduced as far as possible, which links in with the carbon assessment modelling being requested to minimise the carbon footprint of the project as far as possible.

Guidance on information required to satisfy draft condition 25 Lighting

In order to ensure that any lighting scheme submitted for condition 25 also takes account of the energy usage and carbon assessment of the development, the applicant is strongly encouraged to demonstrate the use of LED lighting throughout, whilst also demonstrating the design has taken account of the green belt location in relation to all sensitive receptors.

Guidance on any heating sources for the Travel Hub building

As part of the detailed design of the Travel hub building, if heating is required, the applicant is strongly advised that this should be by a renewable source, such as air source heat pumps, and no fossil fuel heating (such as oil or gas) should be installed. This is to ensure that all future carbon emissions are reduced as far as possible, which links in with the County Council's low carbon heating programme for its own buildings and the carbon assessment modelling being requested to minimise the carbon footprint of the project as far as possible.