

# PLANNING COMMITTEE



**Thursday, 24 February 2022**

**Democratic and Members' Services**

Fiona McMillan  
Monitoring Officer

**10:00**

New Shire Hall  
Alconbury Weald  
Huntingdon  
PE28 4YE

**Multi-Function Room**

**New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE**

## **AGENDA**

**Open to Public and Press by appointment only**

**1. Apologies for Absence**

**2. Declarations of Interest**

*Guidance for Councillors on declaring interests is available at:*  
<http://tinyurl.com/ccc-conduct-code>

**3. Planning Minutes 26 January 2022**

**3 - 14**

### **PLANNING APPLICATIONS**

**4. CCC-21-030-FUL Waste Transfer Station, Middle Fen Drove,  
Swavesey CB24 4QJ**

**15 - 58**

**5. CCC-21-215-FUL Wisbech SEMH School, Barton Road, Wisbech,  
PE13 4TH**

**59 - 108**

**6. CCC-20-040-FUL – Travel Hub, Land to the north-north-west of  
Hauxton Road (A10)**

**109 - 244**

## ITEMS FOR INFORMATION

### 7. Summary of Decisions Taken Under Delegated Powers

245 - 246

#### Attending meetings and COVID-19

Meetings of the Council take place physically and are open to the public. Public access to meetings is managed in accordance with current COVID-19 regulations and therefore if you wish to attend a meeting of the Council, please contact the Committee Clerk who will be able to advise you further. Meetings are streamed to the Council's website: [Council meetings Live Web Stream - Cambridgeshire County Council](#). If you wish to speak on an item, please contact the Committee Clerk to discuss as you may be able to contribute to the meeting remotely.

The Planning Committee comprises the following members:

Councillor Henry Batchelor (Chair) Councillor Anna Bradnam (Chairwoman) Councillor Catherine Rae (Vice-Chair) Councillor David Connor Councillor Steve Corney Councillor Ian Gardener Councillor Sebastian Kindersley Councillor Tom Sanderson and Councillor Mandy Smith

Clerk Name:	Daniel Snowdon
Clerk Telephone:	01223 699177
Clerk Email:	daniel.snowdon@cambridgeshire.gov.uk

## Planning Committee Minutes

Date: Thursday 26 January 2022

Time: 10am – 10:28am.

Venue: Multi-Function Room, New Shire Hall, Alconbury Weald

Present: Councillors Batchelor (Chair), Connor, Corney, Gardener, Hathorn, Gowing, Kindersley, Rae (Vice Chair), Smith

### 8. Apologies for Absence and Declarations of Interest

Apologies were received from Councillor Bradnam, Councillor Ros Hathorn substituted.

Councillor Kindersley declared an interest in item 6, Summary of Decisions Made Under Delegated Powers, as he was a Trustee of the Cam Academy Trust.

### 9. Minutes – 29 July 2021

The minutes of the meeting held on 29 July 2021 were agreed as a correct record and signed by the Chair.

### 10. Restoration of Land at Colne Fen Using Imported Waste to Create Conservation Habitats. [Section 73 Planning Application to Develop Land Without Complying with Condition 1 of Planning Permission H/05001/13/CW (Restoration of Land at Colne Fen Using Imported Inert Waste to Create Conservation Habitats) to Allow the Development to Continue for a Further 5 Years].

At: Colne Fen Quarry, Chatteris Road, Somersham, PE28 3DN

Applicant: Mr D Newman

Application Number: FMW/025/19

Members received a Section 73 Planning Application for an extension of time for a further 5 years at Colne Fen Quarry.

The presenting officer provided the Committee with a brief history of the site and the planning application history. Planning permission was granted in 2013 for the importation of inert waste for the restoration of the site. Planning permission expired in 2019. The principal part of the restoration began in 2018 following the issuing of the

necessary environmental permit, however the work was far from complete. Rhee Lake had almost been completed, the border of Irrigation Lake had been completed. However, no development had taken place at Front Lake and little in the Silt Pond which was by far the largest area requiring the importation of material to complete the 2013 restoration scheme.

A planning application was submitted in mid-2019 that requested a further 5 years from the end of the previous permission to complete the work. Following the onset of the COVID-19 pandemic the applicant requested it be altered to 5 years from the commencement of the development. Following its presentation to the Planning Committee in October 2020, Members agreed that planning permission should be for 5 years from the date of the meeting and not the date of commencement of the development which provided an additional 9 months including a dry summer season.

Attention was drawn to the S106 agreement that was a requirement of the planning permission being granted and that secured the creation of a bridleway that would become a public right of way. This was an improved outcome as previously the route was a dead end and only had permissive rights of access. Permission has not been issued owing to delays in drafting the S106 agreement and the applicant was considering amendments made by council officers. Owing to this delay, the applicant had therefore sought a further change to the commencement of the 5 year period. The local Member, Councillor Criswell, had asked that the applicant to consider a shorter period. This was put to the applicant by the planning officer but no response had been received.

The presenting officer highlighted the views of the local community in relation to traffic movements from the quarry and the certainty they sought in HGV movements in the area ending. Members noted the routing agreement which applied to the 2013 planning permission and that the operator, Mick George Ltd, had received planning permission from Huntingdonshire District Council for the creation of a private haul road that would result in the removal of HGVs from Colne, Bluntisham, and Earith, but not Chatteris Road, Somersham. The haul road was partially complete, and it was anticipated that it would take 3 months to be completed and become operational.

In response to Member questions the presenting officer:

- Confirmed that local Member Councillor Criswell, together with Somersham Parish Council had proposed an alternative timescale of less than 5 years. However, it would have resulted in the same position.
- Explained that the site was subject to the vagaries of the necessary material being available as it was dependent on being produced at infrastructure and construction sites. There was no planning reason that a developer could not request an extension to the time to complete the development. The amount of material and the number of movements remained the same. They would be however, spread over a different 5 year period.
- Explained that the fencing along the bridleway was designed to prevent incursions onto the operator's land as there had been incidents involving quad bikes. The fencing was also designed to prevent burrowing animals from gaining access.



In response to Member's questions, John Gough, Planning Director of Mick George Ltd, on behalf of the applicant confirmed that the completion of the haul road and the S106 agreement were a priority. The haul road would take 3 months to complete including access at the eastern end onto Colne Road, Somersham for which there was agreement with the Highway Authority.

During debate a Member commented that that it was clear why the applicant had requested additional time. The haul road would alleviate some of the issues and the applicant understood that the Committee was keen that the work was completed quickly.

It was proposed by Councillor Kindersley, seconded by Councillor Connor, and passed unanimously to grant planning permission, subject to the conditions set out in Appendix A to these minutes.

*[Voting pattern: Unanimous]*

## 11. Enforcement Update Report

The Committee received the Enforcement Update Report that provided Members with an overview of the enforcement and monitoring work undertaken by the County Planning Minerals and Waste Team.

Members welcomed the report and thanked officers for the work that they had undertaken during the COVID-19 pandemic that had presented numerous challenges.

It was resolved:

To note the report

## 12. Summary of Decisions Made Under Delegated Powers

It was resolved:

To note the report

Chair

Commencement

- 1A. The development hereby permitted shall be commenced not later than 3 months from the date of this permission. Within 5 working days of the commencement of development the operator shall notify the waste planning authority in writing of the exact commencement date.

Reason: To ensure that the development and restoration of the Site is not delayed in accordance with Policy 19 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021).

Time Limit

- 1B. This permission shall be limited to the period expiring on a date 5 years from the date of this permission or by 1 May 2027 whichever is the sooner by which time the Site shall be restored in accordance with the approved drawings listed in condition 2 except in respect of Front Lake.

Reason: The development is related to the restoration of the site, which no longer includes development in Front Lake, within a set timescale to minimise the impact on local amenity and to ensure that the site is restored to a beneficial afteruse in accordance with Policy 19 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021).

Compliance with Submitted Details

2. Except in respect of Front Lake the development hereby permitted shall not proceed except in accordance with the following documents and drawings as amended by the conditions stated on this decision notice:
- Supporting Statement dated March 2013;
  - Ecological Appraisal by FPCR (Rev. B) dated 4th June 2013;
  - Transport Statement (updated and re-submitted 10 May 2013);
  - Flood Risk Assessment by Hafren Water dated March 2013;
  - Noise Assessment dated March 2013;
  - Site Plan, Plan: CF1 Revision A stamped date received 21 Mar 2013;
  - Site Definition Plan, Plan: CF100 stamped date received 13 Jun 2013;
  - Method Statement Plan, Plan: CF2 Revision A stamped date received 21 Mar 2013;
  - Ecological Management Plan, Plan: CF5 stamped date received 03 Jun 13; and
  - Biodiversity Enhancement Plan, Plan: CF3 Revision B dated May 2013, stamped date received 03 Jun 13.

No development shall take place in Front Lake.

Reason: To define the site and protect the character and appearance of the locality, and to ensure that the development is carried out with the minimum harm to the local environment in accordance with Policy 17 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policies LP14 and LP30 of the Huntingdonshire Local Plan (May 2019).

### Site

3. For the avoidance of doubt the 'Site' refers to the land outlined in red on Plan: CF1 Revision A. The 'Ecological Management Area' refers to the land shown hatched pink on Plan: CF5. The 'Irrigation Lake', 'Agricultural Land Reinstated', 'Rhee Lake', 'Silt Pond', and 'Front Lake' refer to areas defined on Plan: CF100.

Reason: To define the site and show the different areas referred to in relation to the restoration, landscaping and aftercare conditions in accordance with Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021). It also defines 'Front Lake' where no development is permitted as part of this permission.

### Hours

4. No tipping, regrading or imported soil spreading operations, including the delivery of inert fill materials, shall take place outside the following hours:
- 0700 and 1800 Monday to Friday except bank and public holidays; and
  - 0800 and 1300 Saturdays.

Reason: In the interests of residential amenity in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

### Restoration

5. Except in respect of Front Lake the restoration of the Site shall be carried out only in accordance with Plan: CF2 Revision A stamped date received 21 Mar 2013 (Method Statement Plan), and Plan: CF3 Revision B dated May 2013, stamped date received 03 Jun 13 (Biodiversity Enhancement Plan). No development shall take place in Front Lake.

Reason: To enable the waste planning authority to adequately control the development, make clear that no development is permitted in Front Lake, and to minimise its impact on the amenities of the local area in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

### Soil provision for the area of depression pond

[6. Not needed – depression in agricultural land completed]

### Hard and soft landscape works

[7. Not needed – no hard landscaping; soft landscaping covered by conditions 9 & 10].

### Ecological Appraisal

- 6A. No further development shall take place in the Silt Pond until an updated Preliminary Ecological Appraisal (PEA) and any additional survey work recommended within the PEA has been undertaken. The results of the PEA and additional survey work shall be submitted to the waste planning authority within 14 days of the date of the survey.

Reason: To minimise the impact of the development on wildlife and wildlife habitats in accordance with Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP30 of the Huntingdonshire Local Plan (May 2019).

#### Ecological Management Plan

- 7A. No further development shall take place in the Silt Pond until an Ecological Management Plan (EMP) has been submitted to and approved in writing by the waste planning authority. The EMP shall set out any ecological constraints and mitigation measures identified within the PEA referred to in condition 6A.

Reason: To minimise the impact of the development on wildlife and wildlife habitats in accordance with Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP30 of the Huntingdonshire Local Plan (May 2019).

#### Maintenance of Soft Landscaping

8. Any trees, hedging or conservation grassland within the Site which dies, becomes diseased or is removed within a period of 5 years from the completion of the restoration shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the waste planning authority gives written approval to any variation.

Reason: To ensure the approved species are maintained in the interests of visual amenity and protection of the rural character of the area in accordance with Policy 17 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP31 of the Huntingdonshire Local Plan (May 2019).

#### Ecological and Landscape Management Plan and Aftercare

9. The ecological management plan for the 'Ecological Management Area' as set out in the following documents shall be carried out for a period of 10 years from date of completion of planting the Proposed grassland, Proposed carr woodland and Reed and pools shown on Plan: CF5 Rev A:
- Scheme to discharge planning conditions 7, 9 and 10 document dated April 2015 – Condition 9 pages 2 - 9;
  - Biodiversity Enhancement Plan, Plan: CF3 Rev B dated May 2013; and
  - Ecological Management Plan, Plan: CF5 Rev A dated May 2014.

As amended/supplemented/clarified by:

- Email dated 28 May 2015 (John Gough to Emma Fitch timed at 11:00) providing additional information on the methodology (compared to Block Fen); access issues; phasing clarification and the design of Front Lake; and
- Final version of the 'Materials Management Plan (MMP) by White Young Green Version 8 dated January 2016' in connection with Condition 20.

The material transport sheets, soil/leachate test results and test locations in connection with the Materials Management Plan (V8, dated January 2016) shall be kept and made available for inspection on request by the waste planning authority within ten working days of the request.

Reason: To ensure the area is managed appropriately to protect and to enhance the biodiversity of the area in accordance with Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP30 of the Huntingdonshire Local Plan (May 2019).

10. The development except for the 'Ecological Management Area' referred to in condition 9 and the 'Agricultural Land Reinstated' shall be carried out in accordance with the ecological and landscape management plan set out in the following documents:
- Scheme to discharge planning conditions 7, 9 and 10 document dated April 2015 – Condition 10 pages 10 – 13;
  - Biodiversity Enhancement Plan, Plan: CF3 Rev B dated May 2013;
  - Ecological Management Plan, Plan: CF5 Rev A dated May 2014

As amended/supplemented/clarified by:

- Email dated 28 May 2015 (John Gough email to Emma Fitch timed at 11:00) providing additional information on the methodology (compared to Block Fen); access issues; phasing clarification and the design of Front Lake; and
- Final version of the 'Materials Management Plan (MMP) by White Young Green Version 8 dated January 2016' in connection with Condition 20.

The material transport sheets, soil/leachate test results and test locations in connection with the Materials Management Plan (V8, dated January 2016) shall be kept and made available for inspection on request by the waste planning authority within ten working days of the request.

Reason: To ensure the area is managed appropriately to protect and to enhance the biodiversity of the area in accordance with Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP30 of the Huntingdonshire Local Plan (May 2019).

#### Hard landscaping for the bridleway

11. The bridleway along the northwestern and southwestern edges of Irrigation Lake shall be constructed in accordance with the following plans and documents:
- Scheme to discharge planning conditions 6, 11, 20 (part) and 24 document dated July 2013;
  - Plan: CF3 Revision B 'Biodiversity Enhancement Plan' prepared by David M Newman received 22 July 2013; and As amended/supplemented/clarified by:
  - Email dated 21 August 2013 (David Newman to Emma Fitch);
  - Plan: CF51 Rev A 'Detail of Bridleway Establishment Condition No. 11 Consent No. H/05001/13/CM' (received 28 August 2013);
  - Email dated 4 September 2013 (David Newman to Emma Fitch) agreeing to stone picking; and
  - Email 6 September 2013 (David Newman to Emma Fitch) agreeing to topsoil being placed 1000mm wide and 600mm deep along the line of the hedgerow.

Reason: To ensure that the bridleway is suitable and safe for users for the restoration of the site and to enhance the biodiversity of the area in accordance with Policy 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP3 of the Huntingdonshire Local Plan (May 2019).

#### Access Scheme for local interest groups

12. Prior to the completion of restoration a scheme shall be submitted to and approved in writing by the waste planning authority detailing the arrangements for considering

requests for short term access to the Site for the benefit of local interest groups not involving the use of powered watercraft or motorcycles. Access to the Site shall be arranged and agreed thereafter in line with the approved scheme.

Reason: To ensure appropriate and controlled access is given to local interest groups, whilst still protecting the biodiversity of the area in accordance with Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP3 of the Huntingdonshire Local Plan (May 2019).

#### Permitted Vehicle Movements

13. The total number of Heavy Commercial Vehicle (HCV) movements associated with the development hereby permitted shall not exceed 120 per day. For the avoidance of doubt an HCV shall have a gross vehicle weight of 7.5 tonnes or more and the arrival at Site and departure from it count as separate movements.

Reason: In the interests of safeguarding local amenity in accordance with Policy 18 and Policy 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

#### Record of Vehicle Movements

14. A written record shall be maintained at the Site of all daily movements of HCVs associated with the development hereby permitted. Such record shall contain the vehicles' weight, registration number and the time and date of the movement and shall be available for inspection within 3 working days of any written request of the waste planning authority.

Reason: To allow the waste planning authority to adequately monitor activity at the site, and to minimise the harm to amenity in accordance with Policy 18 and Policy 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021), and policy LP14 of the Huntingdonshire Local Plan (May 2019).

#### HCV Access and Egress

15. All HCV access to and from the Site shall be from the existing access onto the B1050 (Chatteris Road) only, as shown on Plan: CF1 Rev A Site Plan (received 21 March 2013) and from no other point whatsoever.

Reason: In the interests of highway safety in accordance with Policy 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021).

#### HCV Routing Agreement

16. The development hereby permitted shall not be carried out except in accordance with the Traffic Management Scheme dated 7 September 2020 and Plan: CF12 Lorry Routing Plan. The Traffic Management Scheme and Lorry Routing Plan shall be issued to all drivers and a copy prominently displayed at the Site weighbridge.

Reason: In the interests of limiting the impact of the development on the amenity of local residents in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

#### HCV Routing – Silt Pond

- 16A. No material shall be deposited in the Silt Pond until the private HGV access route from Colne Road (B1050) in the east to the Somersham Road (B1086) in the west (Huntingdonshire District Council planning permission reference 17/02527/FUL) has been constructed in full and brought into use.

Reason: In the interests of limiting the impact of the development on the amenity of local residents in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019)

#### HCV Backloading

[17. Not needed – the mineral has been removed from the site]

~~17A. No material shall be deposited in Rhee Lake under this permission and no more than 50,000 cubic metres of material shall be deposited in the Silt Pond until the landform shown on Plan: C33/5/20/02 Proposed Bridleway Improvement Works (undated, received 6 March 2020) has been created in full under planning permission FMW/020/20 dated [to be inserted if planning permission is granted].~~

~~Reason: To ensure that the stabilisation works that are necessary to create the bridleway are completed as soon as possible in accordance with policy CS37 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (July 2011) and policy LP16 of the Huntingdonshire Local Plan (May 2019).~~

[Not needed – the bridleway improvement works covered by planning permission FMW/020/20 have been completed]

#### HCV Sheeting

18. No loaded HCV shall enter or leave the Site unsheeted.

Reason: In the interests of highway safety and safeguarding the local environment in accordance with Policy 18 and Policy 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

#### Protection of Soils

19. No stored topsoil or subsoil shall be removed from the Site.

Reason: To ensure that all soils are retained to ensure the restoration of land and to minimise the amount of inert materials needing to be imported to protect the amenity of the local area in accordance with Policy 18, Policy 19 and Policy 24 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021).

#### Inert Infill Method Statement and Phasing Plan

20. The development hereby permitted shall not take place except in accordance with the following documents:

- Scheme to discharge planning conditions 20 document dated August 2015;

- Plan CF/15/C20/01: Silt Pond – Phase 1;
- Plan CF/15/C20/02: Silt Pond – Phase 2; and
- Sampling Strategy and Validation Criteria Report by WYG Environment dated August 2015 (Appendix H of the Materials Management Plan (MMP) Version 8 dated January 2016).

As amended/supplemented/clarified by:

- Letter from Mick George Ltd dated 27 October 2015 and Proposed Restoration Profile; and
- Materials Management Plan (MMP) by White Young Green Version 8 dated January 2016.

The material transport sheets, soil/leachate test results and test locations in connection with the Materials Management Plan (V8, dated January 2016) shall be kept and are available for inspection on request by the waste planning authority within ten working days of the request.

Reason: To protect the water environment in accordance with Policy 22 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP37 of the Huntingdonshire Local Plan (May 2019).

#### Noise limits

21. Noise emissions attributable to the development shall not exceed a Rating Level of 55dB(A)LAeq, 1h (expressed as a free field value) and the noise limit at the façade of the nearest noise sensitive property shall not exceed 10dB(A) above the background level.

Reason: To minimise the adverse effects of noise emitted from the Site on residential amenity in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

#### Dust controls

22. All necessary steps shall be taken to minimise the generation and emission of dust from any use or operation involved in the restoration of the Site hereby permitted in line with the dust suppression scheme included in the supporting statement dated March 2013. Such steps shall include:
- All active haul roads shall be kept damp as required by motorised spraying units during site operations (i.e. water bowsers);
  - The proper use of the wheel cleaner by vehicles leaving the Site;
  - The direction of exhausts of on-site vehicles shall be such that exhaust gases cannot be emitted in a downward direction;
  - Observations shall be made by the Site Manager of the wind direction during infilling operations. When it appears from visual inspection that the wind direction is towards dust sensitive locations and that dust emissions could adversely affect amenity then appropriate mitigation steps shall be taken;
  - Placing dust-generating activities where maximum protection can be obtained from topography or other features.



Reason: To minimise the adverse effects of dust emitted from the Site on local amenities in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

Maintenance of machinery and effective silencers

23. The plant associated with the restoration of the Site shall be maintained in accordance with the manufacturers' recommendations and specifications at all times and shall be fitted with and use effective silencers.

Reason: In the interests of residential amenity in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

Reversing alarms for on-site machinery

24. No reversing beepers or other reverse warning devices shall be fixed to or used on any on-site mobile plant (e.g. small bulldozer) except in accordance with Brigade BBS-82 White Sound alarms.

Reason: In the interests of residential amenity in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

Lighting

25. No further external lighting for security or floodlighting shall be erected or installed, other than that detailed within the supporting statement dated March 2013, without the submission of full details to and the written approval of the waste planning authority. These details shall include the height of floodlighting, intensity of the lights (specified in LUX levels), spread of light including approximate light spillage to the rear of any floodlighting posts (in metres), any measures proposed to minimise the impact of floodlighting or disturbance through glare (such as shrouding) and the times when such lights will be illuminated. The development shall be carried out and maintained in accordance with the approved details.

Reason: In the interests of visual amenity and to safeguard the amenities of surrounding sensitive receptors in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

Temporary Stockpiles

26. Any temporary stockpiles of imported inert fill shall not exceed a height of 5.0m above ground level.

Reason: In the interests of visual amenity in accordance with Policy 17 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP14 of the Huntingdonshire Local Plan (May 2019).

Informatives for applicant

Conditions 6A and 7A – It is recommended that the developer's ecology consultant agrees the scope of the Preliminary Ecological Appraisal and the Ecological Management Plan with the County Council Ecology Officer before undertaking the work. The Ecology Officer's letter dated 23/08/2019 should be used as a guide.

The development site falls within the area covered by the Sutton & Mepal Internal Drainage Board administered by the Middle Level Commissioners. It is your responsibility to obtain any consents that may be necessary if watercourses, watercourse structures and the protection of maintenance access widths would be affected and for increasing directly or indirectly discharges into watercourses. Further information is available at: <https://middlelevel.gov.uk>

Compliance with paragraph 38 of the National Planning Policy Framework

The applicant did not seek pre-application advice. Officers have worked with the applicant to secure provision of a bridleway which would improve the public rights of way network. As a whole it is considered that the development would improve the economic, social and environmental conditions of the area

**Use of land for waste management including a new waste handling building**

**At: Waste Transfer Station (Dawson Plant Hire), Middle Fen Drove, Swavesey CB24 4QJ**

**Applicant: Mick George Ltd**

**Application Number: CCC/21/030/FUL**

To: Planning Committee

Date: 24 February 2022

From: Assistant Director, Planning, Growth and Environment

Electoral division(s): Papworth & Swavesey

Purpose: To consider the above planning application

Recommendation: That permission is granted subject to the conditions set out in paragraph 11.2

Officer contact:  
Name: Deborah Jeakins  
Post: Principal Enforcement and Monitoring Officer  
Email: [Email address for Deborah Jeakins](#)  
Tel: 01223 715544

# Agenda Plans

- 1.Location of the site
- 2.Aerial photograph
- 3.Existing features at the site
4. Proposed Elevations of waste handling building

## 1. Introduction / Background

- 1.1 As detailed in section 4 below, this site has an extensive planning history commencing in 1985 with the granting of planning permission ref S/0810/85/F for the erection of workshop and stores and culminating with planning permission reference S/00702/11/CW in May 2012 for Proposed change of use to allow the approved extended building to be used for the receipt, sorting and storage of dry inert and non-hazardous household, commercial, industrial, construction, demolition and excavation wastes, excluding putrescible food and kitchen waste. The use of land at Middle Fen Drove as an authorised waste transfer station has been ongoing since at least 2000 and is currently authorised under planning references S/2296/06/CW, S/2297/06/CW and S/00702/11/CW.
- 1.2 The application seeks permission to replace the waste handling building at this pre-existing, authorised waste transfer site with a larger, but lower building. The new building will be used for vehicle maintenance and the sorting and storage of dry inert and non-hazardous commercial, industrial, construction, demolition and excavation wastes (excluding putrescible food and kitchen waste). The application also proposes to raise the land levels utilising available on site crushed hard core and concrete in the area of the site where the new building will be located and an area adjacent to it.
- 1.3 The waste transfer facility has been operating under County Planning permissions for waste uses for many years and this application for operational development at the site presents an opportunity to replace the existing permissions at the site with one new permission which will cover all the permitted waste uses across the entire site.

## 2. The Site and Surroundings

- 2.1 The Site is located approximately 50 metres outside the settlement boundary of Swavesey, a village approximately 12km northwest of Cambridge. The site lies immediately to the southwest of Middle Fen Drove, a private road and public bridleway (no. 225/5) and access to the Site is from Middle Fen Drove.
- 2.2 The existing buildings on site are to the southwest of the site entrance and have a combined footprint of approximately 35 metres x 18 metres. Both buildings are approximately 7 metres high to the ridge. The buildings are a combination of brick construction with a metal roof and roller shutter doors and an open fronted steel frame construction. Adjacent to the northwest elevation of the building is a concrete yard and there is a tarmac car park to the northeast. The remainder of the site is used for the storage and processing of inert waste, top soil, sub soil and aggregates. There are vegetated bunds along most of the Site's boundaries which are, for the most part, not more than 2 metres in height. The nearest residential property is 39 Station Road, which is approximately 50

metres to the southeast, there is a close boarded fence and vegetation between the car park and the garden of 39 Station Road. The rear gardens of a number of other houses on Station Road are within 100 metres of the site boundary.

- 2.3 There are no Sites of Special Scientific Interest (SSSI) within 5 kilometres of the Site. The Site is within a SSSI Impact Risk Zone which, in respect of waste development, only applies to landfill. Swavesey Meadows County Wildlife Site (CWS) is adjacent to the northwest and southwest boundaries of the Site.
- 2.4 Castle Hill earthworks is a scheduled monument covering approximately 5 hectares of land at Church End, Swavesey which is located to the south west of the site, it includes land on both sides of Taylor's Lane. The larger area to the north of Taylor's Lane includes houses, gardens and commercial buildings and land. The north eastern most part of the scheduled monument is adjacent to the southwest boundary of the Site. Priory earthworks lies to the north, west and south of St. Andrew's church and vicarage which are approximately 35 metres from the northeast boundary of the waste management site (Middle Fen Drove).
- 2.5 The Swavesey Conservation Area (SCA) covers the northern part of the village. A small area (approximately 60 square metres) of the Site, which is immediately to the south of the southern corner of the proposed waste handling building, lies within the SCA. The area within the SCA is owned by the applicant but has not been included in this application.
- 2.5 The Site is within flood zone 3 and is not in an area benefiting from flood defences. Turnbridge Drain is a Main River which at its closest point to the Site is approximately 15 metres northeast of Middle Fen Drove.

### 3. The Proposed Development

- 3.1 The applicant proposes the replacement of the existing buildings on site with a new building which will process waste generated by local construction and demolition developments as well as dry inert and non-hazardous household, commercial, industrial, construction, demolition, and excavation wastes (excluding putrescible food and kitchen waste). Vehicle maintenance will also take place within the building, in line with previously approved permissions. It is not proposed that there is any alteration to the existing, authorised waste operations on the site, which are subject to an environmental permit, or any increase in the annual throughput of waste which will remain set at 75,000 tonnes. The 75,000 capacity is made up of 25,000 tonnes of municipal waste, 25,000 tonnes of construction, demolition and excavation waste and 25,000 tonnes of commercial and industrial waste. No hazardous or putrescible waste will be handled at the site. The new building will allow sorting of waste to take place undercover and it is proposed that a separate section of the building will also be used for vehicle maintenance.
- 3.2 The new building will be located in broadly the same area of the site as the existing buildings and its proposed dimensions are 35m in length by 30m width, with a height of 6m. The concrete slab level of the building is proposed at 6.64mAOD, to align with the proposal to raise the land level to the front of the building. The overall footprint of the proposed building is larger than the buildings that are currently on site and will extend further north into the site. The proposed building will be constructed using coated steel cladding in Olive

Green with a Grey roof. There will be grey, UPVC gutters and a downpipe attached to the building.

- 3.3 The waste operations that will continue to take place outside the new building will include the storage, screening and grading of inert material. The heights of the stockpiles of waste stored on the site will not exceed 5 metres. Inert waste including soils and hardcore will be screened on site and any aggregate that is assessed as suitable for recycling will be taken off site for crushing.
- 3.4 The applicant proposes a limited, temporary four week period in which to undertake the crushing of the existing hardcore on site in order to provide the material to raise and level the land . A mobile crusher will be brought onto site for a one-off operation following which there will be no further crushing on site. A 1m buffer zone is proposed between the site boundary and the raised land which will protect the existing, established boundary vegetation.
- 3.5 The number of HGV movements associated with the site have been established as part of the approved use as a waste transfer station, without the movements being restricted or conditioned. The applicant proposes to limit the HGV movements to 80 per day (40 in and 40 out) and to park 5 HGVs and one trailer at the site overnight. The applicant also proposes a limited number of additional LGV vehicles (including those of staff and visitors) using the site.
- 3.6 The applicant has proposed the widening of the site access and has committed to undertake widening and resurfacing of Middle Fen Drove, although it is accepted by both the applicant and the Highway Authority that Middle Fen Drove lies outside of the application site and is therefore not within the control of the applicant. No details of these proposed works have been submitted as part of the application for consideration.
- 3.7 The number of employees based at the site will be 7 and the proposed hours of operation are 08.00 to 17.00 Monday to Friday, with no operations taking place on site on Saturdays, Sundays or on Public and Bank Holidays. The Planning Statement submitted with the application states that although most of the work taking place at the site will take place in daylight, some additional lighting will be required for work during the winter months.

## 4. Planning History

- 4.1 The relevant planning history for the site is detailed below.
- 4.2 On 19 April 1985, planning permission reference S/1816/85/F was granted by South Cambridgeshire District Council for Workshop and Stores for Plant Hire at the site.
- 4.3 On 11 September 1985, South Cambridgeshire District Council approved planning reference S/0810/85/F for Erection of workshop and stores. Condition 1 of the permission restricted the use of the site for the maintenance of vehicle owned by the applicant's company, Dawson Plant Hire Ltd.
- 4.4 On 23 March 2000, Cambridgeshire County Council, as the Waste Planning Authority (WPA) refused to issue a Certificate of lawfulness, reference S/00177/00/CW for: The storage and processing of recycled aggregate and inert material for the whole of the site on

the basis that the activities referred to in the application had not been carried on at the site for a period of ten years before the application was submitted.

- 4.5 On 13 September 2000, Cambridgeshire County Council issued a Certificate of Lawfulness, reference S/1436/00/CW for waste uses at a smaller area of the site than that set out in S/00177/00/CW. Certificates of Lawfulness do not have conditions attached to them, however the development that has become lawful is specified in the First and Second Schedules of the Certificate as: 'The storage/stockpiling of inert builders/construction waste and processed material to a maximum height of 5 metres. Stockpiling materials only between the hours of 7.00am until 6pm Mondays to Fridays, until 1pm on Saturdays with access to the site via the existing access off Middle Fen Drove. Screening/grading of inert builders/construction waste for reuse between the hours of 7.00am until 6pm Mondays to Fridays and 8am until 1pm on Saturdays'. The certificate of lawfulness was issued based on evidence supplied, including aerial photographs, that confirmed that the activities detailed above had been taking place on part of the site since 1988.
- 4.6 On 19 June 2001, the County Council approved planning reference S/2251/00/CW for Extension of the approved storage/screening and grading and recycling for the treatment of inert builders and construction waste. The permission was issued subject to planning conditions and the application area comprised the remainder of the site that had not been covered by Certificate of lawfulness reference S/1436/00/CW detailed in paragraph 4.5 above.
- 4.7 On 25 July 2006, planning permission reference S/1257/05/CW was issued for Extension of existing site for the storage and recycling of inert building and construction waste (retrospective) and extension of the existing workshop/storage building.
- 4.8 On 22 October 2007, the County Council approved planning reference S/2296/06/CW for Section 73 application for the removal of restriction occupancy Condition no 1 of planning permission S/810/85/F for part of the site.
- 4.9 On 29 October 2007, the County Council approved planning reference S/2297/06/CW for Section 73 application for the removal of restriction occupancy Condition No 4 of planning permission S/2251/00/CW for the part of the site not covered by the permission set out in paragraph 4.8 above.
- 4.10 On 23 May 2012, the County Council approved planning reference S/00702/11/CW for Proposed change of use to allow the extended building approved under S/01257/05 to be used for the receipt, sorting and storage of dry inert and non hazardous household, commercial, industrial, construction, demolition and excavation wastes, excluding putrescible food and kitchen waste.
- 4.11 Two further planning applications were submitted to the County Council in respect of the use of the site but subsequently withdrawn. S/00133/12/CW for using the recycled building materials to create a new waste sorting building, in the same location as S/00702/11/CW and FMW/092/19 for Use of land for waste management including a new waste handling building (Informative: The proposal includes outdoor screening and grading of inert waste & soils and the use of a mobile crusher for a temporary period).
- 4.12 To summarise, the use of the land at Middle Fen Drove as an authorised waste transfer

station has been ongoing since at least 2000 and is currently authorised under planning references S/2296/06/CW, S/2297/06/CW and S/00702/11/CW.

## 5. Publicity

- 5.1 The application was advertised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 by means of a notice in Cambridge Evening News on 16 August 2021.
- 5.2 Site notices were displayed on the gate of the site and at the junction of Station Road with Middle Fen Drove on 25 August 2021.

## 6. Consultation responses

- 6.1 Greater Cambridge Shared Planning: - no comment.
- 6.2 South Cambridgeshire District Council Environmental Health (EHO): - No objection.  
It is noted that the application relates to a change of arrangements on the site and despite the physical changes to the site, the activities carried out will remain principally the same. The Noise Assessment prepared by LF Acoustics Ltd on behalf of Mick George Ltd has been reviewed and the EHO is in general agreement with the assessment carried out and the conclusions drawn. As the activities on site will remain principally the same the noise limits specified in Planning Condition 4 of planning reference S/2251/00/CW are still relevant and so recommend this condition is retained.

The use of bunding/noise barriers will assist in ensuring any noise impacts are reduced to a minimum and the new building is likely to provide additional shielding to residential properties to the south/south-east of the site. The noise assessment presents the findings concisely and offers the necessary confidence that operational noise from the site will not cause any unacceptable impacts. Whilst existing nearby residential premises will be exposed to construction noise/dust that will be transitory in nature and the impacts should be considered and controlled by the imposition of conditions.

The concrete crusher is to be used as part of the demolition/construction phase and will not be used on-site on a continued basis. Impacts from dust because from this equipment will usually be minimised/controlled by compliance with the conditions attached to the relevant mobile crusher Environmental Permitting (England and Wales) Permitting Regulations permit, which is issued by the local authority where it is registered.

With regard to HGV movements, it is noted there are currently no restrictions on vehicle numbers. The Transport Statement covers the effects of vehicle movements and their impact on the highway network concluding that the existing access arrangements and vehicle movements will provide a negligible impact on the highway network in and around Swavesey. However, it does not assess the impacts of noise on surrounding roads generated by increases in HGV movements associated with the proposed development. Whilst significant adverse impact is not envisaged, some commentary and screening assessment would be beneficial on potential off-site traffic noise generation. The 'Calculation of Road Traffic Noise' (CRTN) produced by the Department of Transport /



Welsh Office provides a method for the prediction of noise from road traffic. The Highways Agency Design Manual for Roads and Bridges, Volume 11, Section 3, Part 7 Had 213/11 Noise and Vibration, provides guidance on the assessment of noise impacts from roads and contains guidance for assessing the likely impact on amenity of noise generated by road traffic in the Long Term.

The granting of permission and or any permitted development rights does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory nuisance. Should substantiated noise/dust complaints be received in the future (and it is considered a statutory noise nuisance at neighbouring premises) an abatement notice will be served.

6.3 CCC Highways Development Management:- no objection.

The Highway Officer has taken into consideration that this is an existing waste transfer site with associated HGV movements and that there is no proposal to increase the current annual throughput of waste. Officers noted the applicant's offer to restrict the number of daily vehicle movements associated with the site and recommended the imposition of planning condition restricting the number of daily movements of motor vehicles to and from the site to 80 per day (40 in and 40 out). In addition, officers requested a condition is imposed limiting the annual throughput of waste to a total capacity of 75,000 tonnes. Officers also commented that Middle Fen Drove, due to its width and nature, does not have any capacity for the holding of queuing vehicles off the adopted public highway and it would be unacceptable to the Local Highway Authority for any motor vehicle to wait on or within Middle Fen Drove at any point as this would block the Drove, thus impeding the use for all other users of the highway (all modes). The Highways Officer recommended an informative relating to the prevention of queuing of vehicles on the public highway.

6.4 CCC Rights of Way Team: - no objection.

Public Bridleway No. 5 Swavesey is affected by this proposal and the applicant should be aware of the presence of the PRoW, their legal alignment and width which may differ from what is available on the ground. The Highway Authority's Public Rights of Way service acknowledged that despite the physical changes to the site, the activities carried out will remain principally the same. Information on how the proposal will affect vehicular movements on Middle Fen Drove should be provided.

The bridleway has a recorded width of 12ft. The track, as a result of many decades of considerable motor vehicular use is now much wider than the recorded public width. The public has unfettered access along this bridleway and no development should be permitted which would restrict this access either directly or indirectly. This is a popular route and the level of development proposed may constitute an unacceptable level of conflict between non-motorised users and HGVs access the site via Middle Fen Drove. The lack of comparable movement information limits an assessment to be made. There is also a concern that any increase of vehicular movements may alter the character of the route.

The PRoW must remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and contractors' vehicles must not be parked on it. Note that the activities on site are not proposed to change, that at present there has been intermittently up to a 100 movements per day and proposed limit to daily movements of 40 per day. Swavesey Public Bridleway 5 is a very popular route into the countryside,

recreational and commuting activities using the countryside are increasing and unfettered public access, for pedestrians, cyclists and horse riders, along the Public Bridleway needs to be maintained. This commercial enterprise uses the Public Right of Way for heavy goods vehicle access and farm inspection by the Health and Safety Executive have required the segregation of vehicles and the public. The considerable vehicle movements could affect the Public Bridleway and the safety of the public & safe operation of the site should be addressed through the planning process.

6.5 Environment Agency: - No objection.

Flood Risk - reviewed the Flood Risk Assessment (FRA) and strongly recommend that the mitigation measures are adhered to, particularly that finished floor levels are raised to 6.64m AOD. This will minimise the chance of internal flooding occurring during a flood event. As the site is located within an area considered to be at risk of flooding, recommend that flood resilience measures are incorporated into the design of the development. For more information on flood resilience techniques, see the Department for Communities and Local Government (DCLG) guidance document "Improving the Flood Performance of New Buildings – Flood Resilient Construction, 2007" which is available on the following website: <https://www.gov.uk/government/publications/flood-resilientconstruction-of-new-buildings>.

The Environment Agency operates a flood warning system for existing properties currently at risk of flooding to enable householders to protect life or take action to manage the effect of flooding on property. Flood Warnings Service is a national system run by the Environment Agency for broadcasting flood warnings. Receiving the flood warnings is free; you can choose to receive your flood warning as a telephone message, email, fax or text message. To register your contact details, please call Floodline on 0345 988 1188 or visit <https://www.gov.uk/sign-up-for-flood-warnings>. Registration to receive flood warnings is not sufficient on its own to act as an evacuation plan. We are unable to comment on evacuation and rescue for developments. Advice should be sought from the Emergency Services and the Local Planning Authority's Emergency Planners when producing a flood evacuation plan.

Environmental Permit - Irrespective of planning approval, the application and proposed changes may require a variation to the operators Environmental Permit, ref EAWML 102998, and/or updates to their Environmental Management System (EMS). We offer pre-application advice and further details can be found at <https://www.gov.uk/guidance/get-advice-before-you-apply-for-an-environmental-permit>

6.6 CCC Local Lead Flood Authority: - no objection.

The documents demonstrate that surface water from the proposed development can be managed through the use of a swale, restricting surface water discharge to 2.4 l/s. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual. Conditions and informatives recommended.

6.7 CCC Ecology: - no objection.

The County Ecologist initially objected to the proposal on the grounds that it did not deliver biodiversity net gain and that there was insufficient information to be able to determine the level of impact of the scheme on Great Crested Newts, which are a protected species. However, the objection with regard to Great Crested Newt protection was overcome when the operator submitted an Impact Assessment and Compensation Payment Certificate as part of an application to Natural England for a Great Crested Newt District Level Licensing

Certificate. Natural England have accepted that appropriate compensation will be made to them for Great Crested Newt conservation, following the grant of planning permission and to this effect have requested that details of the proposed mitigation measures for protected species during the construction phase, including Great Crested Newts be included in a condition for the submission of the Construction and Environment Management Plan. The objection to the delivery of bio-diversity net gain was overcome by the suggestion that a condition which requires details a detailed landscape scheme and Landscape and Ecological Management Plan which demonstrates a measurable net gain in biodiversity in accordance with policy 20 of the MWLP.

6.8 CCC Historic Environment Team: - no objection.

6.9 Historic England: - no objection.

The waste transfer site is situated in a historic location and is part of a sensitive historic landscape, on the edge of the Swavesey Conservation Area between two important scheduled monuments, Swavesey Castle and Priory respectively. Although the physical risk to the Castle is reduced because the part in the applicant's ownership is outside of the application area, the development remains within the setting of the two scheduled monuments, the church and the conservation area which are all considered as designated heritage assets and the impact on the settings are a consideration in policy terms. The primary considerations are the potential for the development to harm the significance of the castle and potential harm to the significance of the designated assets through development within their setting.

The National Planning and Policy Framework (NPPF) identifies protection of the historic environment as an important element of achieving sustainable development. Attention is drawn to the policy principles relating to the historic environment set out in Chapter 16 of the NPPF, in particular paragraphs 194, 199, 200, 201 and 206.

The waste transfer station has already been established at the site, has operated there for some 20 years or so, and benefits from outstanding permissions. The proposed building is bigger than the existing structure, but the ridge height of the proposed waste handling building will not be higher than the existing one and therefore it is unlikely to change the existing relationship between the development area and the scheduled monuments in any significant way. Whilst there is a residual impact, the application would not result in any additional meaningful harm or to the significance of the designated asset through changes to its setting. The development as a whole will however result in a degree of residual harm during its lifetime, though its close association with the monuments and in this historic location.

The Heritage Statement (HS) included the monument boundary and the addendum to the HS notes that the monument area has been used in the past for dumping of material and there is no record that this facility or the works had scheduled monument consent which would be contrary the terms of section 2 of the 1979 Ancient Monuments and Archaeological Areas Act. The dumped material relates to the previous operators of the site, however given the potential negative impact of the new facility, the residual harm from the increased building size and the continued use for waste processing a small programme of remedial works as set out in the HS would be an enhancement to the monument which would be supported. The HS proposes to take a precautionary approach that allows for the preservation of any surviving archaeology at this location, the waste material will be

removed and a soft landscaping scheme introduced to this part of the site that both demarks and protects the area of the scheduled monument. The HS recommends three specific objectives relating to the management of the site:

- 1) promoting development layouts that avoid the scheduled area;
- 2) removal of waste material from the scheduled monument under archaeological supervision; and
- 3) soft landscaping with shallow rooting plant such as grass and wild flowers, to allow for the demarcation and protection of the scheduled monument.

If consent is granted, a condition be applied to the monument to secure the removal of any material dumped on the area of the monument within the applicants' ownership to the ground level that existed prior to the use of the site as a waste processing facility. In addition, we would want to this condition to secure the future management of the monument as per the recommendations in the HS. This work would also need to be undertaken under archaeological supervision and with scheduled monument consent. Conditions recommended.

6.10 Swavesey Parish Council: - no objection.

The Parish Council (PC) requests a number of planning conditions are imposed, should the application be granted permission. PC acknowledges that the site has existing planning consent for waste handling facilities which was granted many years ago, however the site is located at the north end of the village, at the furthest point from the A14 and A1307, which are the main traffic flow points of access to/from the village. Swavesey village is long and narrow, the roads and footpaths are narrow and a large part of the village has no footpath on the eastern side, meaning residents have to cross the main road at many points. There is no other road access to the MGL site than the main road. The Primary School is located on the main road on the eastern side, as is the Recreation Green and there are no designated crossing points anywhere along the main road. The majority of the shops and services are also towards the older centre of the village which is to the north end and closest to the MGL yard. If this application were for a new waste handling site, Swavesey Parish Council would strongly object. The location would be totally unsuitable for numerous reasons. The village is larger and busier than it was when the original permission was granted. The proposed number of extremely large vehicles accessing the site are totally unsuitable for travelling through Swavesey village on the regular basis being proposed. The location next to residential areas, sensitive areas of conservation and history is considered to be detrimental. PC has received numerous correspondence from local residents with objections and concerns over the proposed increase in activities and lorry movements at the site and supports all comments made. PC comments that should the application be permitted, sufficient mitigation and planning conditions should be in place to ensure activities do not exceed any consent granted and that these will be monitored and enforced. Concerns and requests should permission be granted:

Concrete Crushing - Due to its location close to residential dwellings in Taylors Lane and Station Rd, the noise from concrete crushing on the site would very intrusive and detrimental. A planning condition should confirm that apart from the one-off 3 week maximum crushing operation, no further crushing of materials will take place or be temporarily permitted on the site in the future.

Vehicle Movements - the level of proposed operations has never been this active and the location of the site is totally unsuitable for this type of operation. The majority of the vehicle

movements will be travelling the whole length of the village, passing along narrow roads. The Primary School entrance is onto the main road, the recreation green and many properties front the main road. The large HGVs which will be regularly using the site are wholly unsuitable for this location. The proposal to limit the HGV movements to 80 per day is still 40 HGVs to/from the site, equating to one journey every 6 or so minutes! This is a huge amount for the village roads, other road users, residents and the drove to have to cope with. If it is not possible to set a lower limit then a planning condition should state the maximum HGV movements permitted.

Safety of all throughout the length of the village - there will be a huge increase on traffic movements along the main and only road through the village, with associated safety implications. Much of the road only has footpath on the west side, so there are numerous places where residents need to cross the road. College students use the cyclepath/Safer Route to School along Station Rd which crosses Middle Fen Drove and the main road is full of Primary School children and parents/carers. Request that a safety audit be carried out to highlight the potential concerns around safety, particularly at the Middle Fen Drove junction and along Station Rd and High Street and suggest a planning condition restricting a speed of 20mph for all lorries to and from the site whilst within the village boundary. Request a condition to restrict lorry movements to outside of the hours of 8.30am-9.15am and 2.45pm-3.45pm, which are the Primary School and Village College start and finish times.

Middle Fen Drove Bye-way - This is a private bye-way managed and maintained by the Bye-ways Committee in association with landowners and South Cambridgeshire District Council. The PC fully supports the response from the bye-ways committee and the concerns raised. PC request that a management plan sets out that MGL will maintain the asphalted section of the drove. Many walkers, cyclists and horse riders use this drove and the narrow width and proposed increased in large lorries raises significant safety concerns. PC request that a management plan for the safety of other users of the drove is put in place. PC request that the ability of the sub-base of the drove to withstand HGV movements is investigated. Transport Assessment mentions that the By-way will be widened which will cause greater maintenance and ongoing costs and therefore PC request that a planning condition is imposed relating to resurfacing and a maintenance regime by MGL, to be approved by the Bye-ways Committee. Request a condition making a 5mph a speed limit compulsory on the drove and that additional safety signs are installed warning of large lorries and cyclists/walkers/horses.

Working Hours - Request planning condition limiting working hours.

Noise - Request planning condition to restrict noise to 45 dB as the existing planning condition and conditions to include noise limits for the construction phase and operational phase, in line with the noise impact assessment. PC note that the location and direction of the acoustic buffer proposed does not provide any protection to the majority of residents living close to the site to the south and south-west and request that acoustic fencing is installed around the perimeter to the west and south.

Drainage – PC note that the drainage ditches to the side of the drove are Riparian and should be kept clear of debris, overgrown vegetation and kept free flowing at all times. PC notes that water from wheel washing and surface water runoff currently runs directly out into the drove which is likely to cause significant damage to the drove surface with increased water washing over it. Concerns are also raised regarding the run off of surface

water from the site, considering the amount and type of materials stored and PC queries what safety measures will be put in place to ensure contaminants are not washed into the run off, into the Drove and drainage system, ultimately ending up in the River Gt Ouse. PC supports the comments submitted from the RSPB. The water running onto the drove may flow further along the drove and therefore it is essential that the runoff is kept within the drainage ditches and surface water is and managed appropriately. Swavesey Parish Council supports the two conditions requested by the CCC LLFA.

6.11 Willingham Parish Council (neighbouring Parish): - object.

The proposal is for 80 vehicle movements per day with up to 50% of that traffic potentially travelling through Willingham. Although the existing approval is for unlimited movements, the latest traffic plan shows 40 vehicle movements per day between Over and Willingham. This application could lead to a significant increase in the number of HCVs travelling through the village.

6.12 Over Parish Council (neighbouring Parish): - object

The dangerous lorries will cause health and safety issues especially as they will be using a blind junction as access which will cause visibility issues and impact on the large amount of school children that use this route. The Parish Council are also concerned about the impact that the lorry movements will have on the cycleway. The traffic route is inappropriate as it will cause more traffic to come through Over Village and the existing local infrastructure cannot cope with any further traffic, especially HGV's. The roads are already damaged enough in Over without any more through traffic causing further problems.

6.13 Byeways Committee: – No objection.

The application will increase the amount of large vehicles travelling to/from the yard and using the first section of Middle Fen Drove which is a private Byway under the terms of the Swavesey Byways Act. This Act covers the maintenance of Swavesey Byways through a levy using voluntary labour to ensure an adequate surface for access to agricultural lands. All landowners therefore have access but also responsibilities. The Byways is maintained voluntarily by landowners using loose asphalt planning laid over the original sub-base. The previous owners of Drove Yard transfer site asphalted over the section from the junction of station road to the yard entrance which was agreed with the Byways committee and included a condition that the owner should maintain this section in Asphalt. The Transport Statement states that it is proposed to resurface the existing tarmac section, the Byways committee request that this is a condition of this application. This section should be constructed so that the camber of the surface allows run off into the ditches rather than onto the unasphalted surface of the byway. The asphalted surface should be constructed so that the drove end has a seamless join and is maintained so that it does not form a deep hole over time. The ditches alongside the drove are Riparian responsibility, therefore a condition should be added to ensure that MGL keeps these ditches clear from overgrown vegetation, any falling debris and keep the water flow clear.

With the increase in vehicle movements and size of vehicles, more water will be used to keep the paved areas damp, clean deposits off the road and wash vehicle wheels before leaving the site which will increase in water runoff into the ditches. Provision needs to be made to ensure that run-off does not damage the rest of the drove and make it unusable for other users. There is a possibility that contamination may be washed off the vehicles and into the ditches which feed into the RSPB lakes and the local river.

The widening of the Drove to take larger vehicles and allow vehicles to pass will require greater maintenance and need to be included in the planning conditions. The committee raised concerns about the suitability and future integrity of the byway sub structure with regard to the type and quantity of proposed HGV movements. The reference to a trailer suggests this could be a 44 ton combined combination that can cause significant turn scrub out and degradation to paved areas when loaded. Whilst throughout the document there are references to LGV's and HGV's in varying weights and numbers with a cap on 80 vehicle movement a day, section 3.1.10 seems to add a final caveat that all previous reassured limited numbers and vehicle types could be exceeded according to demand which is concerning to the committee as higher quantities of trailers and 8 wheeled tippers could have significant wear acceleration on the proposed surface and adjacent byway for users as well as adding additional costs to planned maintenance.

- 6.14 RSPB – does not have a formal view on the merits of this application but notes that this development is approximately 50m away from the RSPB Fen Drayton Lakes reserve. RSPB request that if permission is granted, the following conditions are imposed:
1. in line with the recommendations of the Preliminary Ecological Appraisal Report to ensure that a CEMP is drawn up and implemented to ensure no significant construction impacts on ecological interests, and
  2. so that the proposed SUDS swale and filter drain system is implemented and maintained, as set out in the Flood Risk Assessment. This is required to mitigate the risk of pollution events that might adversely affect nearby nature conservation sites, including our RSPB Fen Drayton Lakes reserve.

## 7. Representations

7.1 The following representations have been received

7.2 Forty-nine neighbour representations were received, forty-eight of which objected to the proposal. The concerns raised within the representations can be summarised as follows:

- Close to adjoining properties
- Inadequate access and road infrastructure
- Increase in traffic / HGVs
- Highway safety for pedestrians, cyclists, horse riders and school children
- Impact on the Drove / Public byway
- Vibration
- Increase of pollution, possible contaminants
- Dust and air quality
- Odour issues
- Noise nuisance
- Out of keeping with character of area
- Impact on conservation area and historic environment
- Flood risk
- Possibility of attracting vermin

7.3 A copy of the full representations will be shared with members of Planning Committee one week before the meeting.

## 8. Planning Policy

8.1 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. The relevant development plan policies are set out in paragraphs 8.5 to 8.8 below. The National Planning Policy Framework updated in July 2021 is also a material consideration as is the Government's Planning Practice Guidance.

8.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (paragraph 11). It states that for decision-taking this means:

- approving development proposals that accord with an up to date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most relevant for determining the application are out of date, granting permission unless:
  - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.

8.3 The following paragraphs within the NPPF 2021 are also considered to be relevant to this application:

- Paragraph 2 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- Paragraph 7 - The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
  - a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;



b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- Paragraph 11 – Plans and decisions should apply a presumption in favour of sustainable development. For Decision Making this means:
  - c) approving development proposals that accord with an up-to-date development plan without delay; or
  - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or
    - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- Paragraph 38 – Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision makers at every level should seek to approve applications for sustainable development where possible.
- Paragraph 47 – Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- Paragraph 56 - Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision-making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.
- Paragraph 84 Planning policies and decisions should enable:
  - a) The sustainable growth and expansion of all types of business in rural areas both through conversion of existing buildings and well-designed new buildings;

- b) The development and diversification of agricultural land and other land-based rural businesses;
  - c) Sustainable rural tourism and leisure developments which respect the character of the countryside; and
  - d) The retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.
- Paragraph 85: Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
- Paragraph 110 - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
  - a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  - b) safe and suitable access to the site can be achieved for all users;
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
  - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- Paragraph 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- Paragraph 113 - All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- Paragraph 130 - Planning policies and decisions should ensure that developments:
  - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
  - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- Paragraph 159 – Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at high risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
  - Paragraph 174 – Planning policies and decisions should contribute to and enhance the natural and local environment by:
    - a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
    - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
    - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
    - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
    - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
    - f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
  - Paragraph 183 - Planning policies and decisions should ensure that:
    - a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
    - b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
    - c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.
  - Paragraph 184 - Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

- Paragraph 185 - Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:
  - a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
  - b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
  - c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- Paragraph 186 - Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- Paragraph 187 - Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.
- Paragraph 188 – The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.
- Paragraph 194 - In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is

proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

- Paragraph 195 - Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- Paragraph 199 - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

8.4 The National Planning Policy for Waste (NPPW) (October 2014) sets out the national planning policies for waste development and is to be read in conjunction with the NPPF. It sets out the Government's continuing ambition to work towards a more sustainable and efficient approach to resource use and management including by driving waste up the hierarchy and minimising waste. This includes helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment and recognising the need for a mix of types and scale of facilities, and that adequate provision must be made for waste disposal.

- Paragraph 5 of the NPPW sets out that Waste planning authorities should assess the suitability of sites and/or areas for new or enhanced waste management facilities against each of the following criteria:  
the extent to which the site or area will support the other policies set out in the NPPW;  
physical and environmental constraints on development, including existing and proposed neighbouring land uses, and having regard to the factors in Appendix B to the appropriate level of detail needed to prepare the Local Plan;  
the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport; and  
the cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential.
- Paragraph 7 of the NPPW sets out specific considerations to be taken into account in determining waste planning applications, which include:  
expecting applicants to demonstrate that waste disposal facilities not in line with the Local Plan, will not undermine the objectives of the Local Plan through prejudicing movement up the waste hierarchy;  
only expecting applicants to demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date local plan;  
considering the likely impact on the local environment and on amenity against the locational criteria set out in Appendix B; and

ensuring that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located.

- 8.5 The development plan comprises the Cambridgeshire and Peterborough Minerals and Waste Local Plan (adopted July 2021) (the MWLP) and the South Cambridgeshire Local Plan (Adopted September 2018) (the SCLP).

8.6 Cambridgeshire and Peterborough Minerals and Waste Local Plan (MWLP)

On 28 July 2021 Cambridgeshire County Council and Peterborough City Council adopted a Minerals and Waste Local Plan which sets the framework for all mineral and waste developments until 2036. The following policies are considered relevant in relation to this proposal:

Policy 1: Sustainable Development and Climate Change  
Policy 4: Providing for Waste Management  
Policy 16: Consultation Areas (CAS)  
Policy 17: Design  
Policy 18: Amenity Considerations  
Policy 22: Flood and Water Management  
Policy 23: Traffic, Highways and Rights of Way

8.7 South Cambridgeshire Local Plan 2018 (SCDC Local Plan)

The following policies are considered relevant in relation to this proposal:

S/2	Objectives of the Local Plan
S/3	Presumption in Favour of Sustainable Development
CC/1	Mitigation and Adaptation to Climate Change
CC/6	Construction Methods
CC/7	Water Quality
CC/8	Sustainable Drainage Systems
CC/9	Managing Flood Risk
HQ/1	Design Principles
NH/2	Protecting and Enhancing Landscape Character
NH/4	Biodiversity
NH/6	Green Infrastructure
NH/7	Ancient Woodlands and Veteran Trees
NH/14	Heritage Assets
SC/9	Lighting Proposals
SC/10	Noise Pollution
SC/12	Air Quality
SC/14	Odour and Other Fugitive Emissions to Air
TI/2	Planning for Sustainable Travel

- 8.8 The following Supplementary Planning Documents and Planning Guidance are also relevant:

Cambridgeshire Flood and Water SPD (2017);  
Biodiversity SPD (2009);  
District Design Guide SPD (2010);

## 9. Planning Considerations

### Principle of development

- 9.1 The application proposes the continued use of the land as a waste transfer facility including the erection of a replacement waste handling building. The acceptability and lawfulness of the use of the land as a waste transfer station is already established through previous planning approvals and the MWLP recognises the site as a Waste Management Area and, in accordance with Policy 16 of the MWLP, the site lies within a Waste Consultation Area. The proposal therefore only seeks approval for the replacement of the existing buildings on site and for an engineering operation to raise the land levels on part of the site in connection with the building construction. Whilst it is acknowledged that the existing use of the site as a waste transfer station is permitted and could continue to operate in accordance with the extant planning permissions for the site, if planning permission is granted for the current proposal, it would bring the entire site under the control of one single planning permission for its continued operation as a waste transfer station. This then affords the rationalisation of the current consented operations and the imposition of planning conditions relating to the use of the site as a waste transfer station. It must be noted however, that the planning conditions proposed must not result in requirements that are more onerous on the operator than those imposed on the extant permissions for the site.
- 9.2 The proposal seeks to replace the existing buildings on site with one purpose-built building for waste handling which would streamline the activities on site so that waste is handled more efficiently and sustainably and allow the processing of the waste, thus moving up the waste hierarchy. The MWLP Policy 4 and Objective 2 of the MWLP actively encourage and support the sustainable management of waste, encouraging the movement of waste as far up the waste hierarchy as possible whilst also ensuring net self-sufficiency over the Plan area. Therefore, the proposal to improve the existing waste management facilities on site accords with paragraphs 11 and 38 of the NPPF, Paragraphs 5 and 7 of the NPPW, Policies 1 and 4 of the MWLP and Policy S/3 of the SCDC Local Plan.
- 9.3 Whilst the principle of the development is acceptable in planning policy terms, this must be balanced alongside other material planning considerations. The principal material planning considerations are considered to be: Transport and highways (which incorporates access, road infrastructure, increase in traffic / HGVs, highway safety for pedestrians, cyclists, horse riders and school children and the impact on the Drove / Public byeway); residential amenity (including noise and vibration, dust and air quality, odour issues, increase of pollution and possible contaminants); the Historic Environment, Flood and Water Management, Ecology and Biodiversity and Landscape and Visual Impact. Each of these issues will be considered in paragraphs 9.4 to 9.23 below.

### Transport and Highways

- 9.4 It is acknowledged that there are currently no restrictions on vehicle movements in connection with the permitted operations at this site. Limited information is available to assess the average daily vehicle movements associated with the previous and current operation of the site as a Waste Transfer Station. The applicant has submitted a Transport Statement setting out the anticipated needs of the business in terms of ongoing vehicle movements, the effects of vehicle movements and their impact on the highway network and

concluded that the existing access arrangements and vehicle movements will provide a negligible impact on the highway network in and around Swavesey.

- 9.5 The applicant has proposed a cap to the daily number of HGV and LGV movements, works to Middle Fen Drove and the imposition of a voluntary 5 mph speed limit on all HGV's using the PRoW, supplemented by appropriate signage warning drivers of the potential presence other users along the bridleway and vice versa. The Highway Officer has considered the proposal and the Transport Statement and responded that the access to the site, road infrastructure, HGV traffic and highway safety are matters that could be addressed through appropriately worded planning conditions.
- 9.6 The Environmental Health Officer has commented that the Transport Statement does not assess the impacts of noise on surrounding roads generated by increases in HGV movements associated with the proposed development. They acknowledge that significant adverse impact is unlikely but suggest that some commentary and screening assessment would be beneficial on potential off-site traffic noise generation. As stated above, it must be acknowledged that there are currently no restrictions on daily HGV movements in connection with the permitted Waste Transfer Station and therefore this proposal presents the opportunity for a limitation on vehicle movements which could represent a reduction from the daily vehicle movements previously associated with this site. The EHO acknowledges that potential noise impact from vehicle vibration is unlikely to be significant and the proposal represents a limitation and potential reduction in permitted daily vehicle movements and therefore it is considered that the submission of the suggested calculations of road traffic noise is not required in this instance. The proposed development is therefore considered to be in accordance with Policies HQ/1, SC/10 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policies 18, 21 and 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Residential Amenity

- 9.7 In relation to the amenity impacts on local residents, a number of concerns have been raised in representations about issues including noise, dust and air quality, vibration from HGV movements, the increase of pollution, possible contaminants, odour issues and the potential for vermin. Members are requested to have regard to the fact that the majority of these issues do not directly relate to the development proposed in this application (i.e. the erection of a replacement WTS building and engineering operations to raise the land level for the development), the concerns are addressed below in paragraphs 9.8 to 9.16 below.
- 9.8 Noise: The permitted sorting of dry inert and non-hazardous, commercial, industrial, construction, demolition, and excavation wastes which previously could take place in the open, is now proposed to only take place inside the waste handling building and conditions can be attached to the planning permission limiting where each of the processes can be carried out at this site such that it is only the storage of waste and the screening /grading of inert waste and soils that will take place outside.
- 9.9 South Cambridgeshire District Council Environmental Health were consulted on the application and the Environmental Health Officer (EHO) reviewed and was in broad agreement with the Noise Assessment submitted with the application. Noting that the activities on the site will remain principally the same, the EHO concluded that the noise limits specified in the existing planning permission for the site are still relevant and recommended that the planning condition restricting noise limits is retained.



- 9.10 In relation to the proposal for the temporary crushing of material for a limited time, the EHO commented that the proposed use of bunds and noise barriers will assist in ensuring any noise impacts are reduced to a minimum and that the Noise Assessment offers the necessary confidence that operational noise from the site will not cause any unacceptable impacts. The EHO also requested a condition requiring the provision of a Construction and Environmental Management Plan to be approved prior to any construction works taking place on site and it is considered that the recommended conditions relating to noise, dust and air quality, site layout and parking will adequately protect amenity during the period of demolition and construction.
- 9.11 A condition should be imposed that restricts working hours on the site to 08:00 to 17:00 hours Monday to Friday and not at all on Saturdays, Sundays or Bank or Public Holidays in accordance with the hours of operation proposed by the applicant. It is acknowledged that the proposed working hours are a reduction in the working hours currently approved and therefore, it is considered that the proposal accords with Policies SC/6 and SC/10 of the SCDC Local Plan and Policy 18 of the MWLP.
- 9.12 Dust and Air Quality: The application proposes the construction of a replacement building and, as noted in paragraph 9.5 above, the only operations that will continue to be carried out in the open site area are waste storage and the screening /grading of inert waste and soils, thereby reducing the impact from dust, noise, and litter produced by the waste handling operations. The applicants' Planning Statement sets out a number of measures that will be employed to minimise dust being emitted from the site, and the EHO has recommended that a condition be imposed requiring the submission and approval of a scheme to minimise the spread of dust arising both from operations at the site and dust monitoring during the period of demolition and construction.
- 9.13 Policy SC/2 of the SCDC Local Plan requires a Health Impact Assessment (HIA) to be submitted for developments with 1,000m<sup>2</sup> or more floorspace. However, given that the site is currently operating as a permitted waste handling facility which is controlled by an Environmental Permit and the EHO has raised no objection to the continued use of the site for the permitted operations, it is considered that the imposition of an appropriately worded condition covering the reduction and suppression of dust emissions will mitigate any negative impacts from the construction of the new building and consequently, the proposed development will comply with Policies CC/6 and SC/12 of the SCDC Local Plan and Policy 18 of the MWLP.
- 9.14 Increase of pollutants and possible contaminants: The site benefits from existing planning permissions and is also regulated by the Environment Agency (EA) who, have raised no objection or any specific concerns in respect of these matters. The principle of the operation of the site as a Waste Transfer Facility is established and the matters for consideration in this application must be restricted to the suitability of the proposed replacement building and the associated groundworks. The applicant is proposing no amendments to the types or quantities of materials accepted at the site or the operations undertaken and therefore these matters do not constitute material planning considerations in this instance and it is therefore considered that the proposed development does not conflict with Policy SC/14 of the SCDC Local Plan or Policy 18 of the MWLP.
- 9.15 Odour issues and potential for vermin: Planning legislation does not control odour emission or the control of pests. However, as noted above, the proposal does not seek to change the

existing, authorised use of the site as a waste transfer station, only to construct a replacement building with associated groundworks. The construction of a dedicated building for waste handling will ensure that the sorting of dry inert and non-hazardous, commercial, industrial, construction, demolition, and excavation wastes will take place within the confines of the building which should reduce any potential effect on local amenity caused by odour. The EA and SCDC EHO, who represent the pollution control authorities responsible for monitoring these matters and addressing any nuisance arising, were consulted on the application and raised no concerns in respect of these issues and therefore, it is considered that the proposed development does not conflict with Policy 18 of the MWLP.

- 9.16 Vibration: a number of representations have been received raising concerns regarding the vibration from the movements of HGVs through Swavesey and the surrounding villages. This application relates to the replacement of a building on an existing waste transfer site which will not in itself result in any alteration to vehicle movements. The applicant has volunteered, as mentioned in para 3.5 above, a limitation on HGV movements which could result in an improvement from the current unrestricted level of vehicle movements meaning that amenity could be improved and consequently it is considered that this proposal does not conflict with Policy 18 of MWLP.

#### Historic Environment

- 9.17 Although the site is situated in a historic landscape between the scheduled monuments of Swavesey Castle and Priory, the physical risk of any effect on the Castle is reduced by its separation from the operational site. This land is in the ownership of the applicant and lies outside of the application area and is not impacted by the proposed development.
- 9.18 It is appropriate to consider the impact of the construction of the proposed replacement building on the setting of the scheduled monuments and the designated heritage assets of the church and the conservation area. The proposed building is larger in floor area than the existing buildings on the site, but its ridge height will be lower and the building is constructed to modern standards using coated steel cladding in Olive Green with a Grey roof. It is considered that the relationship between the existing development and the scheduled monuments will not change in any significant way and the proposed development will not result in any additional meaningful harm to the significance of the designated asset through changes to its setting. The applicant proposes to remove the waste that the previous site operator had placed within the area of the Scheduled Monument that is within their ownership and conditions are recommended requiring the programme of remedial works to be taken under archaeological supervision to remove the waste and enhance the monument, and to secure the future management of the monument. Therefore, the proposed development will not have any detrimental impact on the heritage assets and this accords with Paragraphs 194, 195 and 199 of the NPPF, Policy NH/14 of the SCDC Local Plan and Policy 17 of the MWLP.

#### Ecology and Biodiversity

- 9.19 The proposal to replace the existing buildings within the site of the pre-existing waste transfer station will not, in itself, result in any loss of habitat or biodiversity. However, the level of impact of the scheme on Great Crested Newts, which are a protected species has been assessed and a compensation payment Natural England's Great Crested Newt District Level Licensing scheme has been agreed. As the site already operates as a waste transfer station, there is little scope to increase the biodiversity across the site. However, a

condition will be imposed requiring the applicant to provide a detailed landscape scheme and Landscape and Ecological Management Plan. In addition, the requirement for a Construction Environmental Management Plan (CEMP) will include mitigation measures for protected species during the construction phase. The existing trees on the site will be retained and protected during the demolition and construction with appropriate tree protection measures secured by planning condition. The impact of replacing the existing buildings with a new building will be minor and with the additional measures that can be secured by condition, the development will be in accordance with Paragraph 174 of the NPPF, Policy 20 of the MWLP and Policies NH/4, NH/6 and NH/7 of the SCDC Local Plan.

#### Flood and Water Management

- 9.20 The proposed development affords an opportunity to improve the existing waste site by providing a modern, replacement building for waste handling operations. The site lies within Flood zone 3 and the Flood Risk Assessment that has been submitted with the application indicates that flood risk can be avoided or managed and the planning statement sets out how this will be achieved. The site does not handle any hazardous materials and the proposed drainage scheme includes Sustainable Drainage Systems (SuDS) with filtration using filter strips and swale and controlled discharge of clean surface water to adjacent water courses. This, alongside rainwater harvesting and permeable surfaces, will ensure that surface water is managed close to the source. Planning conditions will be imposed to ensure that water management and the quality of water discharged from the site are handled appropriately and therefore this development will provide an improvement to the current position and accord with Paragraph 174 of the NPPF, Policy 22 of the MWLP and Policies CC/7, CC/8 and CC/9 of the SCDC Local Plan.

#### Climate change

- 9.21 The new building that is proposed will be purpose built and adapted to the impacts of climate change. In addition to the implementation of SuDS that are detailed above, water runoff from the roof will be used for onsite processes and dust suppression which will reduce the stress upon the wider water network and is an efficient use of natural resources. The plant and machinery that is used on site will be to modern design standards and specifications, with the HGVs used by the site operator complying with Euro 6 emission standard which will ensure energy efficiency and that carbon emissions are within approved standards. The materials from the existing structures that are being replaced will be reused on site or recycled off site, minimising the amount of waste exported from the site and reducing the number of HGV movements associated with this operation. Therefore, the proposed development complies with Policy 22 of the MWLP and Policies CC/1 and CC/6 of the SCDC Local Plan.

#### Landscape and visual impact

- 9.22 The proposed new waste handling building will be located in broadly the same area as the existing buildings, with proposed dimensions of 35m in length by 30m width and a height of 6m, which is lower than the current buildings on site and will align with the proposed raised the land levels at the entrance. The lower height of the new building means that it will continue to be screened by the trees and vegetation on the site (that will be protected and retained) and it will be less visible than the current structure. The building has been designed in accordance with the Location and Design of Waste Management Facilities SPD and the use of coated steel cladding in Olive Green with a Grey roof, grey, UPVC gutters and a downpipe means that it will not be obtrusive or cause unacceptable harm to visual amenity. The application proposes the introduction of some lighting onto the site to facilitate

working within the hours of operation in winter months when it is dark in the afternoon. The details of the proposed lighting are that it will be downward facing and concentrate light on the immediate operational areas and floodlights will be limited to a height of 5 metres. The type, position and luminosity of lighting can be secured with an appropriately worded condition to ensure that light spillage and glare are minimised. Overall, the impact of the new building will be less than the existing building on the site and therefore the proposal accords with Paragraph 185 of the NPPF, Policy 18 of MWLP and Policies NH/2, HQ/1 and SC/9 of the SCDC Local Plan.

Public Sector Equality Duties (PSED).

- 9.23 Section 149 of the Equalities Act 2010 places a statutory duty on all public bodies to consider the needs of all individuals in their day-to-day work, including those with protected characteristics. The protected characteristics under PSED are: disability, gender reassignment, pregnancy, maternity/ paternity, race, religion or belief (including non-belief), sex and sexual orientation. The Council, in the exercise of the planning functions, must have due regard to the need to the following aims in their decision-making: eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Act; foster good relations between people who share a relevant protected characteristic and those who do not share it; and advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it. Furthermore, consideration must be given to removing or minimising disadvantages suffered by people due to their protected characteristics; meeting the needs of people with protected characteristics; and encouraging people with protected characteristics to participate in public life or in other activities where their participation is low. The proposed development is to replace a building on an operational Waste Transfer site with a lower, longer more efficient building which will enable more of the site activities to be carried out inside thereby reducing opportunities for noise, dust and odour nuisance. It is considered unlikely therefore that this particular development would have any negative impact on those with protected characteristics and there would be no known implications of the proposal in relation to the council's PSED duties under the 2010 Act.

## 10. Conclusion

- 10.1 The principle of replacing the existing structures with a replacement purpose-built building at this authorised waste site would be in accordance with the requirements of the NPPF and the development plan to allow this established rural business to continue operations in this location and is based on business need.
- 10.2 There are two principal areas of concern that have been expressed strongly by third parties which are potential pollution matters arising on the site and vibration from HGV's travelling through the neighbouring villages. The Environment Agency and the EHO have not raised any objection and pollution matters will continue to be controlled through the existing Environmental Permit. The Highway Engineer has confirmed that appropriately worded conditions will be sufficient to address the impact of the proposed development on Middle Fen Drove.
- 10.3 Parish councils, organisations and many individuals have raised objections on the grounds that the additional HGV traffic would compromise highway safety and increase already high levels of air and noise pollution. There are currently no restrictions on vehicle numbers and as discussed in paragraph 3.5 above, the proposal includes a capping on daily vehicle

movements which could represent a reduction in daily HGV movements. The applicant has also confirmed that the HGVs used by the site operator complying with Euro 6 emission standard which will ensure energy efficiency and that carbon emissions are within approved standards thereby minimising the potential impact from vehicle movements.

- 10.4 The known and potential impacts of the proposed development which have been addressed in detail in section 9 of this report have been balanced against the suggested benefits which are the provision of purpose built fit for purpose building maximising the existing waste activities that can be undertaken indoors and the capping of vehicle movements and reduction in operating hours reducing the potential impact of the existing facility for neighbouring occupiers and residents of surrounding villages. It is considered that the proposed development would, subject to conditions, comply with the relevant national and development plan policies and in this instance the benefit is considered to outweigh other material considerations and so should be supported.
- 10.5 This recommendation takes into account the Highway Authority's advice in respect of off-site vibration and the County Ecologist's advice in respect of the provision of Biodiversity Net Gain. Therefore, based on the planning balance undertaken by officers, it is considered that, when material considerations are taken into account, the proposal meets the principles of the NPPF (2021), the policies in the MWLP and the SCDC Local Plan.

## 11. Recommendation

### 11.1 Advisory Note

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Conditions 5 and 21 require further information to be submitted, and is therefore attached as pre-commencement conditions. The developer may not legally commence development on site until this condition has been satisfied.

- 11.2 It is recommended that planning permission is granted subject to the following conditions:

Timescale of permission

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

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Approved Plans

2. The development shall not proceed unless in accordance with the details set out in the application form dated 15 July 2021, supporting statement received on 14 July 2021 (dated July 2021) and the following drawings, except as otherwise required by any of the following conditions set out in this planning permission:

Location Plan, D/103/19/101 Rev A, dated 26/07/2019 received 4 March 2021;

Proposed Site Layout, D103/19/103 Rev G, dated 23/09/2019, received 8 July 2021;  
and  
Proposed Shed Elevations, D103/19/104 Rev B dated 19/08/2019, received 4 March 2021.

Reason: To define the permission and protect the character and appearance of the locality in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018 and Policies, 1, 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Construction working hours

3. No construction or demolition work shall be carried out other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Demolition and Construction Deliveries

4. There should be no collections / from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Construction and Environmental Management Plan (CEMP)

5. No development, other than the temporary crushing operations referred to in Condition 14, shall commence until details of the following have been submitted to and approved in writing by the Waste Planning Authority:
  - a) Contractors' access arrangements for vehicles, plant and personnel;
  - b) Contractors' site storage area(s) and compounds(s);
  - c) Parking for contractors' vehicles and contractors' personnel vehicles; and
  - d) mitigation measures for protected species during the construction phase, including Great Crested Newts.

Development shall be carried out in accordance with the approved details.

Reason: To protect the amenity of the adjoining properties and highway safety during the construction period in accordance with Policies CC/6, HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Vehicle Movements

6. Motor vehicle movements to and from the site shall be restricted to 80 per day (40 in and 40 out). A daily record of lorries and their movements shall be kept and made available to the waste planning authority within 7 days of a written request.

Reason: In the interests of the amenity of the occupiers and users of land and premises accessed from Middle Fen Drove and Station Road in accordance with the requirements of Policies HQ/1, SC/10 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policies 18, 21 and 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Widening of access

7. Prior to the occupation of the development hereby approved, details of the proposed widening of the access shall be submitted to and approved in writing by the waste planning authority.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Building construction and design

8. The building hereby approved shall be constructed in accordance with approved drawing reference Proposed shed elevations D103/19/104 Rev B dated 19/08/2019, received 4 March 2021 and will be constructed using coated steel cladding in Olive Green with a Grey roof, with grey, UPVC gutters and a downpipe.

Reason: protect the character and appearance of the locality in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018 and Policies 1, 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Annual Throughput

9. The annual throughput of waste material imported to the site shall be limited to a total capacity of 75,000 tonnes capacity comprising no more than 25,000 tonnes of municipal waste, 25,000 tonnes of construction, demolition and excavation waste and 25,000 tonnes of commercial and industrial waste. Records shall be kept by the operator of all imports of waste to the site, which shall be made available to the Waste Planning Authority within seven days of a request.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Waste types

10. No waste other than dry inert and non-hazardous household, commercial, industrial, construction, demolition, and excavation wastes (excluding putrescible food and kitchen waste) will be stored or sorted on site.

Reason: To protect public amenity and the historic and natural environment, in accordance with Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policies 4 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Use of building

11. The sorting of dry inert and non-hazardous household, commercial, industrial, construction, demolition, and excavation wastes (excluding putrescible food and kitchen waste) shall only take place within the confines of the waste handling building.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

12. The maintenance of vehicles will only take place within the confines of the building shown on Proposed Shed Elevations, D103/19/104 Rev B dated 19/08/2019, received 4 March 2021.

Reason: to ensure that the primary use of the site remains as a waste transfer station and to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

13. Only vehicles that are registered as operating from the site shall be maintained at the site.

Reason: to ensure that the primary use of the site remains as a waste transfer station and to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

14. Hours of operation

No operations, including the delivery and removal of materials shall take place outside of the hours of 08:00 to 17:00 Monday to Friday. No operations shall be undertaken on Saturdays, Sundays, or Public/Bank Holidays

Reason: protect the character and appearance of the locality in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Temporary crushing

15. The operator will give the Waste Planning Authority at least 7 days notice prior to the commencement of the crushing of material on site. The crushing of material can only take place for a limited four week period and no other crushing of materials shall take place on the site at any time.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

16. The temporary crushing period set out in condition 15 can only take place on site between 0800 and 1700 Monday to Fridays and not at all on Saturdays, Sundays or Public Holidays.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.



17. Throughout the temporary, limited period that crushing takes place on site, a 2.5m height acoustic fence will be installed on top of a 2.5m height bund around the screen as shown on plan reference, D103/19/103 Rev G dated 23/09/2019

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

18. Noise emitted from the use of plant and machinery for the purposes of crushing of materials in connection with the construction of the development hereby approved shall not exceed 60dba (1 hour) as measured at point 'X' shown on the plan contained on page 6 of Noise Assessment provided by LFA Acoustics, dated March 2021 and submitted to the Waste Planning Authority on 4 March 2021.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

#### Noise

19. Noise emitted from the use of plant, machinery or other activities on the site shall not exceed 45 LAeq (fast) (one minute) between 0700 and 1700 hours Monday to Friday, as measured at point 'X' shown on the plan contained on page 6 of Noise Assessment provided by LFA Acoustics, dated March 2021 and submitted to the Waste Planning Authority on 4 March 2021.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

20. No reverse bleeper or warning device shall be fixed to or used by mobile plant unless it is a white noise reversing alarm or intelligent alarm.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

21. All HGVs and mobile plant will be maintained to the manufacturers' instructions and serviced regularly.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Dust and air quality

22. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the Waste planning authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/14 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

23. No burning of waste shall take place on site.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/14 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Stockpile heights

24. The storage / stockpiling of waste and processed material shall not exceed 5metres in height.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/14 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Surface water

25. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment and Sustainable Drainage Strategy prepared by MTC Engineering (2337 – FRA & DS – Rev C – Feb 2021) has been submitted to and approved in writing by the Waste Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to use of the building commencing.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018 and Policy 22 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

26. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Waste Planning Authority prior to the first occupation of the building. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework, Policy CC/8 of the South Cambridgeshire Local Plan 2018 and Policy 22 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

### Ecology

27. Prior to the occupation of the development hereby approved, a detailed landscape scheme and Landscape and Ecological Management Plan shall be submitted to and approved in writing by the Waste Planning Authority. The scheme shall include:

- Details of habitat creation and enhancement set out in the Biodiversity Net Gain document
- Landscape and Ecological Management Plan, detailing habitat maintenance and monitoring of BNG delivery, for a minimum of 30 years, including any remedial actions
- Demonstrate how the scheme will deliver measurable biodiversity net gain

The Landscape and Ecological Management Plan should be implemented in full, for a minimum of 30 years.

Reason: to provide an increase in Biodiversity net gain in accordance with Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

28. The trees shown on the Proposed Layout, plan reference, D103/19/103 Rev G dated 23/09/2019 shall be retained.

Reason: to protect and enhance the natural environment in accordance with Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

29. The calculated Root Protection Areas and fencing shown on the Proposed Layout, plan reference D103/19/103 Rev G dated 23/09/2019, shall be adhered to at all times

Reason: to protect and enhance the natural environment in accordance with Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

### Lighting

30. Prior to the installation of any lighting at the site, details of the number, position, angle and luminance of the lighting shall be submitted to the Waste Planning Authority for approval.

Reason: to protect the character and appearance of the locality in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018 and Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

### Protection of scheduled monument

31. Within 3 months of the commencement of development, a scheme shall be submitted to the Waste Planning Authority for approval detailing how the removal of waste that has been deposited within the area of the scheduled monument will be undertaken. The scheme should include, but not be limited to: how the works will ensure the preservation of any surviving archaeology at this location; how the waste material will be removed and to what land level; the archaeological supervision of the works; and, the provision of a soft landscaping scheme with shallow rooting plants to demark and protect the area of the scheduled monument.

Reason: to protect and enhance the historic environment in accordance with Policy NH/14 of the South Cambridgeshire Local Plan 2018 and Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

## Informatives

### Environment Agency

As the site is located within an area considered to be at risk of flooding, we recommend that flood resilience measures are incorporated into the design of the development. For more information on flood resilience techniques, please see the Department for Communities and Local Government (DCLG) guidance document "Improving the Flood Performance of New Buildings – Flood Resilient Construction, 2007" which is available on the following website: <https://www.gov.uk/government/publications/flood-resilientconstruction-of-new-buildings>

The Environment Agency operates a flood warning system for existing properties currently at risk of flooding to enable householders to protect life or take action to manage the effect of flooding on property. Flood Warnings Service (F.W.S.) is a national system run by the Environment Agency for broadcasting flood warnings. Receiving the flood warnings is free; you can choose to receive your flood warning as a telephone message, email, fax or text message. To register your contact details, please call Floodline on 0345 988 1188 or visit <https://www.gov.uk/sign-up-for-flood-warnings>.

Registration to receive flood warnings is not sufficient on its own to act as an evacuation plan. We are unable to comment on evacuation and rescue for developments. Advice should be sought from the Emergency Services and the Local Planning Authority's Emergency Planners when producing a flood evacuation plan.

### Environmental Permit

Irrespective of planning approval, the application and proposed changes may require a variation to the operators Environmental Permit, ref EAWML 102998, and/or updates to their Environmental Management System (EMS). We offer pre-application advice and further details can be found at <https://www.gov.uk/guidance/get-advice-before-you-apply-for-an-environmental-permit>

### Highways and Access

The highway at Middle Fen Drove, due to its width and nature, does not have any capacity for holding and queueing of vehicles, and to have any motor vehicle waiting on or within Middle Fen Drove at any point waiting for access to the site should be avoided as this would block the Drove and impede the use for all other users of the highway (all modes). The applicant should therefore ensure that wherever possible vehicles associated with the development hereby approved are not required to queue on the highway at any time.

### Local Lead Flood Authority regarding Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain

times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

#### Rights of Way

Public Bridleway No. 5 Swavesey must remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and contractors' vehicles must not be parked on it (it is an offence under s 137 of the Highways Act 1980 to obstruct a public Highway).

Landowners are reminded that it is their responsibility to maintain boundaries, including trees, hedges and fences adjacent to Public Rights of way, and that any transfer of land should account for any such boundaries (s154 Highways Act 1980).

The granting of planning permission does not entitle a developer to obstruct a Public Right of Way (Circular 1/09 para 7.1).

Developers should follow the County Council's guidance on boundary treatment to ensure it does not result in obstruction and maintenance problems, available online at [www.cambridgeshire.gov.uk/definitivemap](http://www.cambridgeshire.gov.uk/definitivemap).

## Compliance with paragraph 38 of the National Planning Policy Framework

The applicant did not seek pre-application advice. The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the advice and recommendations provided and amendments have been made (where required) to satisfy concerns raised. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.

## Source Documents

[Link to National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

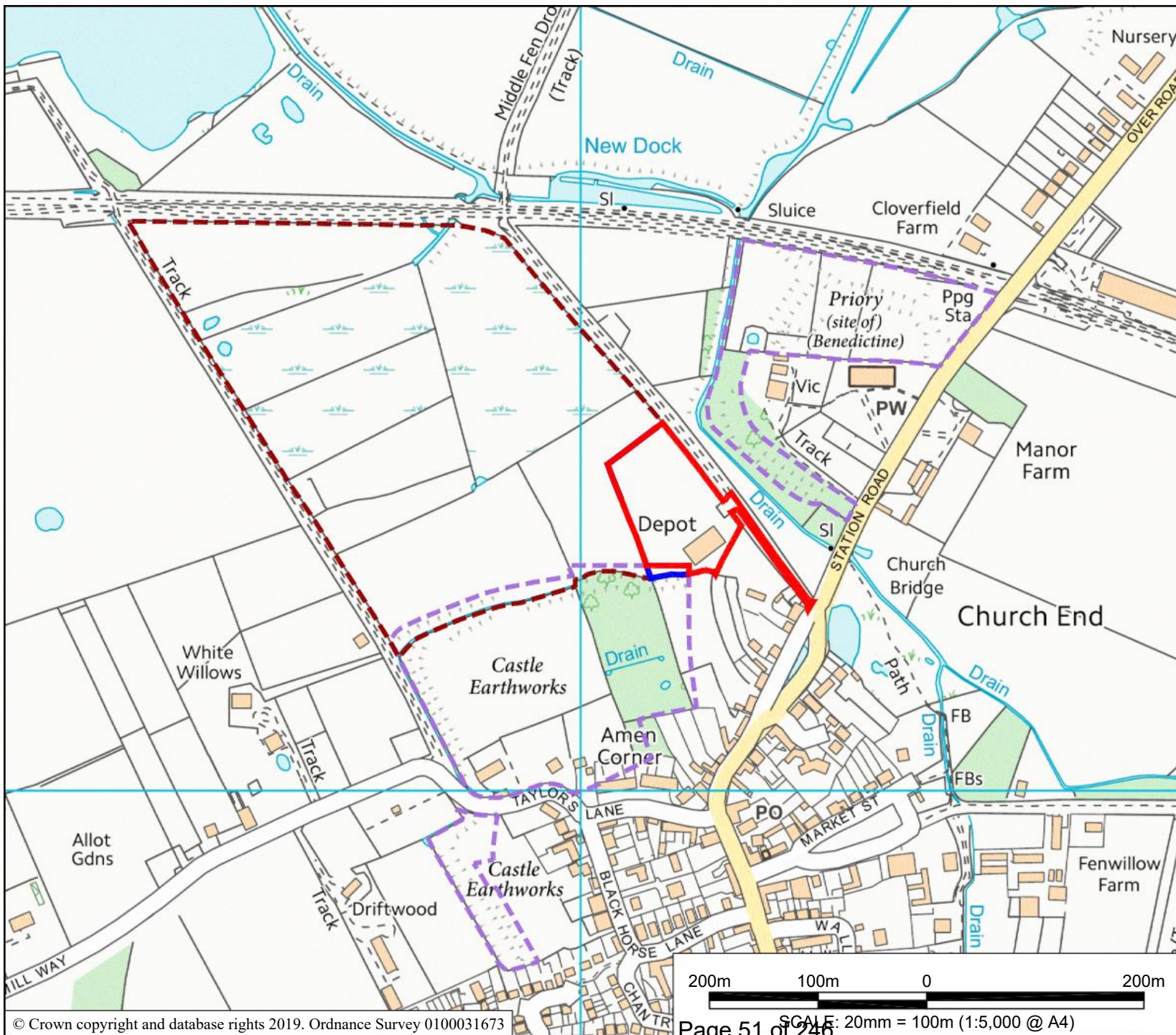
[Link to South Cambridgeshire Local Plan adopted September 2018](#)

[Link to Minerals and Waste Local Plan Adopted July 2021.pdf](#)

[Link to Location and Design of Waste Management Facilities SPD](#)







- Application boundary
- Other land under the applicant's control
- County wildlife site
- Scheduled ancient monuments

A	13/01/20	Application boundary amended.
Rev	Date	Description

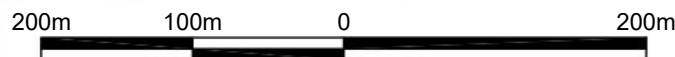
**MICK GEORGE**

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**Project**  
 DAWSON PLANT SITE,  
 SWAVESEY

**Title**  
 LOCATION PLAN

<b>Drawn:</b>	AP	<b>Approved:</b>	JG
<b>Date:</b>	26/07/2019	<b>Scale:</b>	1:5,000 @ A4
<b>Drawing number</b>	D103/19/101	<b>Paper size</b>	A4
		<b>Rev.</b>	A

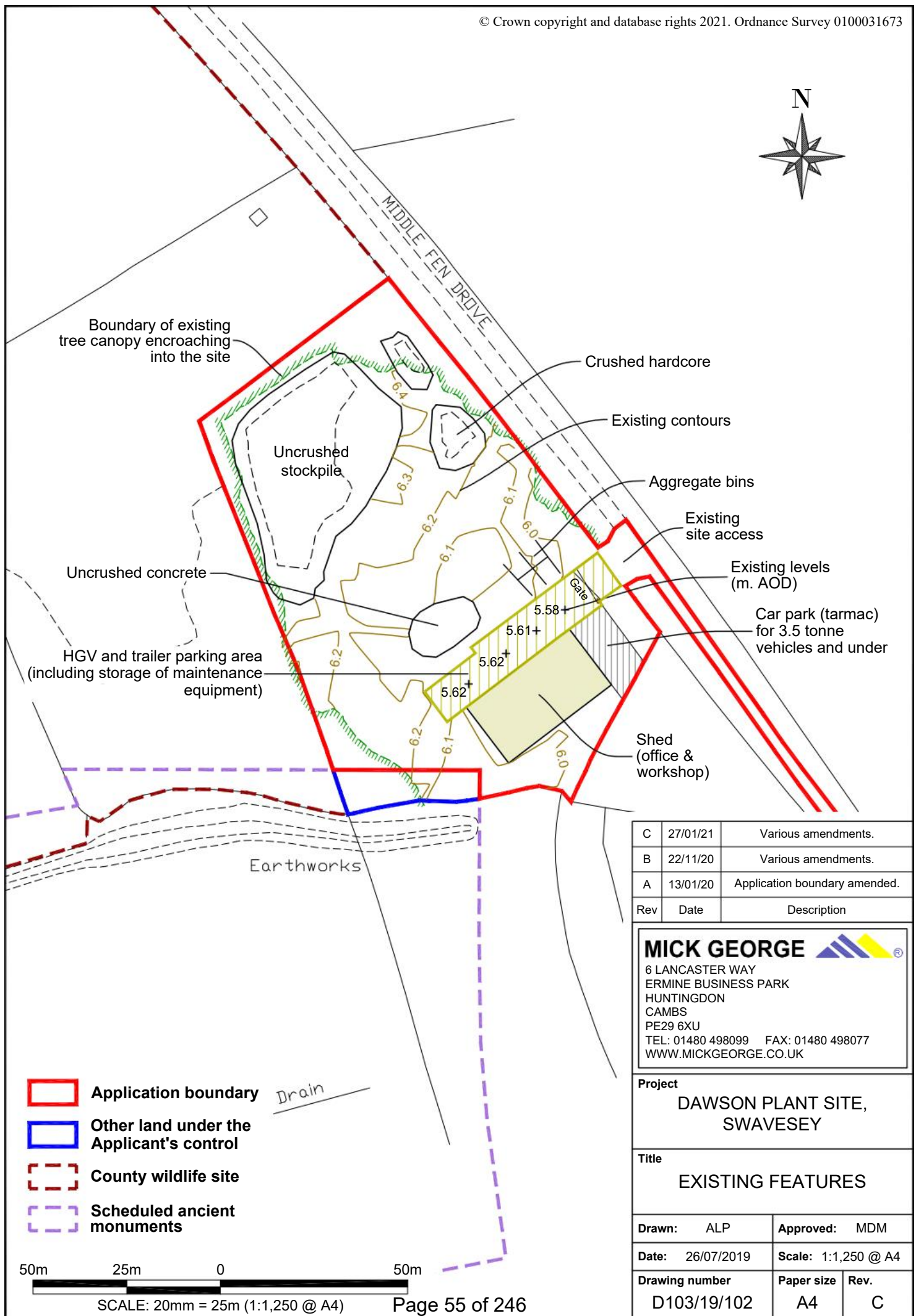




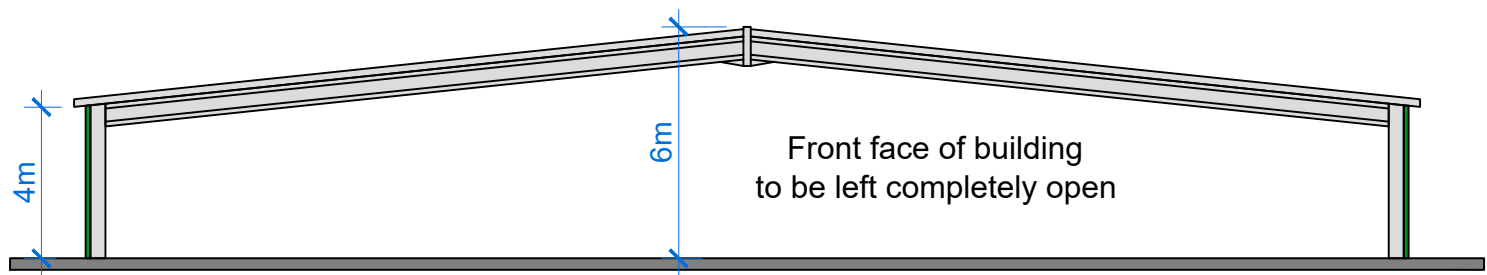






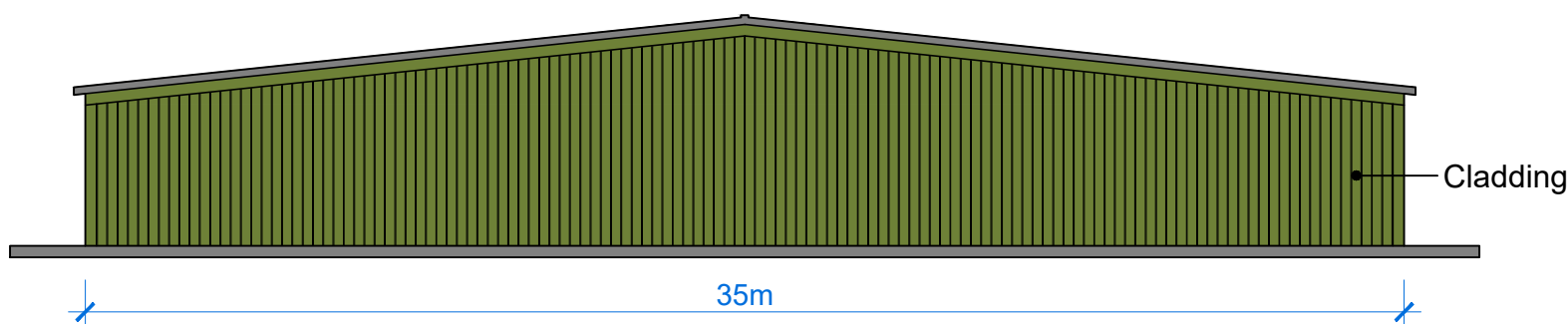






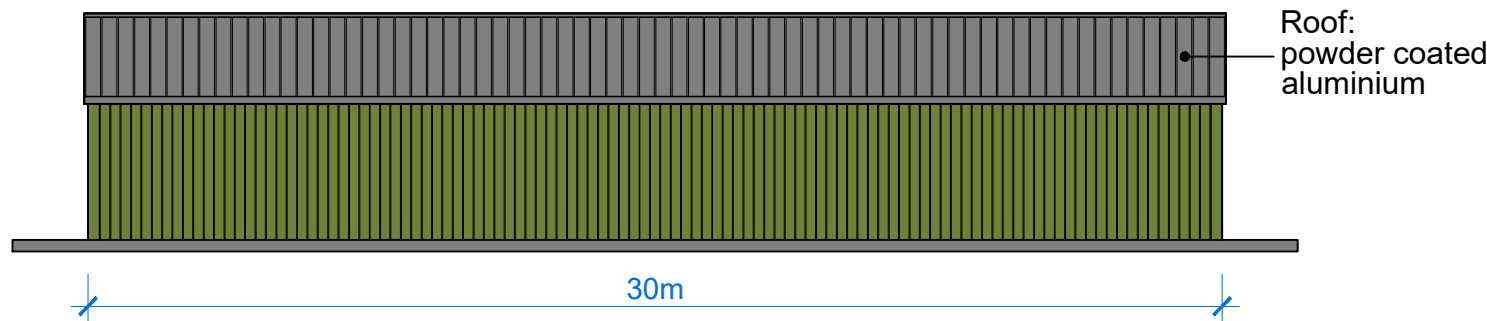
**NORTHWEST ELEVATION**

SCALE 1/200 @ A3




**SOUTHEAST ELEVATION**

SCALE 1/200 @ A3



**NORTHEAST AND SOUTHWEST ELEVATIONS**

SCALE 1/200 @ A3

B	14/07/20	Height of shed reduced.
A	13/01/20	Ridge height amended.
Rev	Date	Description
<b>MICK GEORGE</b>  6 LANCASTER WAY ERMINE BUSINESS PARK HUNTINGDON CAMBS PE29 6XU TEL: 01480 498099 FAX: 01480 498077 WWW.MICKGEORGE.CO.UK		
<b>Project</b> DAWSON PLANT SITE, SWAVESEY		
<b>Title</b> PROPOSED SHED ELEVATIONS		
<b>Drawn:</b>	AP	<b>Approved:</b> JG
<b>Date:</b>	19/08/2019	<b>Scale:</b> 1:200 @ A3
<b>Drawing number</b>	D103/19/104	<b>Paper size</b> A3
		<b>Rev.</b> B



Erection of a single storey 60 place SEMH (social emotional and mental health) school for pupils in KS3 and KS4 (11 – 16 years), with associated vehicle and pedestrian access, formal sports pitches and amenity space, car and cycle parking, vehicular drop off area, landscaping, and associated ancillary works together with the provision of a footpath and associated highway works, creation of a new access to The Still for agricultural vehicles, and demolition of existing residential farmhouse and barn

At: Land North of Barton Road, East of Gadds Lane and West of The Still, Wisbech, Cambridgeshire, PE13 4TH

Applicant: Cambridgeshire County Council – Education

Application Number: CCC/21/215/FUL

To: Planning Committee

Date: 24 February 2022

From: Assistant Director, Planning, Growth and Environment

Electoral division(s): Roman Bank and Peckover

Purpose: To consider the above planning application

Recommendation: That permission is granted subject to the conditions set out in paragraph 10.2

Officer contact:

Name: Kirsty Carmichael

Post: Development Management Officer

Email: [Kirsty.carmichael@cambridgeshire.gov.uk](mailto:Kirsty.carmichael@cambridgeshire.gov.uk)

Tel: 01223 703216

## 1. Introduction / Background

- 1.1 The application is for a new school, Wisbech Green SEMH School (social, emotional and mental health needs) School which will replace the existing Riverside School in Algores Way which does not meet current building standards. The application site is a tenanted farm owned by Cambridgeshire County Council.
- 1.2 The site is located outside of the development framework area for Wisbech but is located in an area designated for expansion under Fenland District Local Plan (2014) (FDLP) Policy LP8 'West Wisbech Broad Location for Growth'. This growth area is identified as having the potential to provide a residential led high quality living environment, with open space and some commercial use. FDLP Policy LP7 indicates that the identified growth locations should be planned and implemented in a co-ordinated way through an agreed overarching broad concept plan (BCP) which is linked to the timely delivery of key infrastructure. It is further identified that 'with the exception of inconsequential very minor development, proposals for development which come forward prior to an agreed BCP being produced should be refused'. The preparation of a broad concept plan (BCP) for west Wisbech began in 2014 but stopped, once work on the proposed Wisbech Garden Town (which was to cover the West Wisbech BCP area) began. The Wisbech Garden Town concept has now been put on hold and the process for bringing forward a BCP has not re-commenced at this time.
- 1.3 This application is being presented to committee because the proposed SEMH school should have been prepared in accordance with a BCP for West Wisbech as a 'major' development proposal and is therefore not in accordance with FDLP Policy LP7. However, Fenland District Council Planning has confirmed that the proposal, as an essential facility which is required at the earliest opportunity, does not need to come forward as part of the West Wisbech BCP and is therefore considered to comply with the requirements of FDLP policy LP7 and this is further detailed in paragraphs 9.2-9.7.
- 1.4 This application relates only to the provision of the Wisbech School for Social and Emotional Mental Health (SEMH) school. The Department for Education and the Education Trust are exploring alternative sites for a potential secondary school to the north of the application site as part of the Fenland Education Campus in addition to other sites in Wisbech and there is no further update at this point.

## 2. The Site and Surroundings

- 2.1 The application site is located off the Barton Road approximately 2 km to the west of the centre of Wisbech. The application site is bounded by Gadd's Lane to the west and The Still, a single access track connecting Barton Road to the south with Dowgate Road (B1169) to the north. The Still is formed of two public footpaths, Footpath 1 (FP1) which forms the southern section of the Still to the west of the application site and FP7 Leverington which forms the northern end and is on privately owned land. The Still forms the access to the existing residential farmhouse and barn which is due to be demolished as part of the development. Refer to Agenda Plan 1 (Location Plan).
- 2.2 The application site forms part of a Cambridgeshire County Council owned tenanted agricultural farm holding known as Grange Farm. The site comprises an arable field to the



west and a 3 bedroom farmhouse with hardstanding, barn and shelterbelt of trees to the east. The total area of the application site within the red line boundary is 3.76 hectares (h). This includes the pedestrian and highway improvements. The site area for the school development is 2.3 h. There are currently no footways along Barton Road immediately to the south of the site and at present wide sections of verge run along both the northern and southern sides of Barton Road. The site is relatively flat at 3m above ordnance datum (AOD).

- 2.3 The application site is not located within or adjacent to a conservation area. The nearest conservation area is The Leverington Conservation Area which is located approximately 1km to the north of the application site. The nearest listed building is The Grange, a Grade II residential property located approximately 1 km to the north. The application site is in flood zone 1.
- 2.4 The application site is located in an area designated as The Fens National Character Area (NCA 46) by Natural England. Key characteristics of this landscape include: expansive, flat, open, low-lying wetland landscape influenced by the Wash estuary, and offering extensive vistas to level horizons and huge skies throughout, provides a sense of rural remoteness and tranquillity.' 'Overall, woodland cover is sparse, notably a few small woodland blocks, occasional avenues alongside roads, isolated field trees and shelterbelts of poplar, willow and occasionally leylandii hedges around farmsteads, and numerous orchards around Wisbech.

### 3. The Proposed Development

- 3.1 The application seeks full planning permission for the erection of a single storey 60 place SEMH (social emotional and mental health) school for pupils in KS3 and KS4 (11 – 16 years), with associated vehicle and pedestrian access, formal sports pitches and amenity space, car and cycle parking, vehicular drop off area, landscaping, and associated ancillary works together with the provision of a footpath and associated highway works, creation of a new access to The Still for agricultural vehicles, and demolition of the existing residential farmhouse and barn. The site area (excluding off site highway works) is 2.3 ha. The gross external area of the school (GEA) is 2598 square metres. Refer to Agenda Plan 2 (Site Masterplan).
- 3.2 The teaching accommodation at the new school would be provided in 5 separate teaching blocks located to the east of the site each providing a different function (teaching, vocational, sports, therapy and dinning) and would be separated by a mix of hard and soft landscaping. The school buildings would be single storey with a maximum height of 5 metres with the exception of the sports block to the northwest corner which is a maximum of 9.2 metres in height. The buildings would include a brick base with vertical aluminium cladding rising to either a pitched or flat roof and the colour palette of materials would be muted brown, green and black tones to reflect the existing agricultural setting. To the north of the site there would be a multi-use games area and to the east amenity space. The school would be set back from Barton Road behind a 2.4 metre fence and landscaping to provide screening. The landscape strategy includes extensive boundary and replacement tree planting is proposed at the boundaries of the site and throughout the school to provide screening and biodiversity net gain.
- 3.3 A new vehicular junction and school access road to the school park is proposed from

Barton Road. The school car park will include capacity for 36 staff and visitor car parking spaces, 2 mini-bus spaces, and 4 accessible car parking spaces. The majority of students will be travelling to the school by either taxi or mini-bus and the one-way system layout would allow a queuing system for taxis to enter the proposed drop off area (10 spaces) with additional capacity for 22 taxis to wait in the school car park preventing queuing on the school access road or Barton Road. Pedestrian and cycle access to the school building would be via a shared path from the proposed shared path/part cycleway on Barton Road. The proposal will require the demolition of the existing 2 storey residential farmhouse and an agricultural barn located at the southeast corner of the site as well as 200 trees to facilitate access to the application site. The school access road would include a spur to The Still which agricultural vehicles would use to gain access to The Still. A bollard would be erected at the entrance of The Still to prevent unauthorised parking.

- 3.4 The proposal includes access improvement works on Barton Road and to facilitate access into the school site. These would comprise of a new priority junction to serve the development with additional signage. A proposed footway, part cycleway along Barton Road. This would extend 400 metres east of the site to connect with the existing footway and would include streetlights. New signage would identify where cyclists would re-join the carriageway at the point where the proposed width of the pedestrian path is reduced from 2.5 metres to 2 metres owing to a reduced width of verge. The applicant is also applying to reduce the speed limit from 60mph to 40mph on this section of Barton Road and this is being progressed under a Traffic Regulation Order (TRO) outside of the planning application process.
- 3.5 The surface and foul water drainage strategy proposed would utilise a combination of onsite attenuation and flow control to restrict discharge to the existing drainage ditch network on the west boundary of the site parallel to Gadds Lane which ultimately connects to the North Level District IDB drain referenced as The Still Drain. A foul water strategy has been developed which utilises an on-site gravity system connecting to an on-site pumping station with the associated rising main connecting to the Anglian Water system located approximately 150m to the East of the junction of Barton Road with The Still. An extensive network of drainage swales and pipes are proposed throughout the site. Attenuation tanks are proposed to the southern area of the site, slightly east of the sports field. Further to this, tanked permeable surfacing is also proposed throughout the site, primarily located between and surrounding teaching blocks.

## 4. Planning History

- 4.1 The following planning history is relevant to the application site and relates to two applications for the farmhouse previously submitted Fenland District Council.
- F/YR07/0522/F Erection of a 4-bedroom detached house and 2.0 high wall with railings to front boundary approved 29/06/2007.
  - F/YR07/0291/RM Erection of a 4-bedroom detached house and 20m high wall with railings to front approved 09/05/2007.

## 5. Publicity

- 5.1 The application has been advertised in accordance with the Town and Country Planning

(Development Management Procedure) (England) Order 2015 (as amended) by notice in The Fenland Citizen. Discretionary notification letters have been sent to properties near the application site. The application was screened against the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 following its submission. The EIA Screening concluded that the proposal was not Environmental Impact Assessment development.

- 5.2 4 site notices were displayed on 15/11/2021, at the junction of Leverington Common at the northern access point of The Still, at the junction of The Still and Barton Road, at the junction of Barton Road and Gadds Lane and to the east of the application site on Barton Road adjacent to existing residential properties.
- 5.3 The adopted Cambridgeshire County Council Statement of Community Involvement (January 2019) sets out that at pre application stage applicants are encouraged to undertake pre application discussions. This proposal was defined as being a Category 'A' development requiring a high level of community involvement.
- 5.4 Consultation by the applicant as part of the pre application process included meetings with planning and planning policy officers from Cambridgeshire County Council (CCC) and Fenland District Council, the CCC ecology officer and officers from the Highway Authority. A review by the Design Quality Panel was carried out on 1<sup>st</sup> November 2018. A public exhibition of the proposals was held on 9 January 2019, with further public consultation carried out in August 2021 by the applicant's project team.

## 6. Consultation responses

- 6.1 Fenland District Council (Planning) – No objection. The comments are summarised as follows:
- It is noted that the land is within the applicant's control and also that the amount of land required by the proposal is significant in terms of its scale and as such it is accepted that it would perhaps be difficult to locate and secure an alternative site suitable for accommodating the proposals, especially in a location closer to the town. It is also noted that the client group are, under the terms of the Equalities Act, significantly disadvantaged. The disadvantages faced by the clients, and the benefits to be provided by the proposed facility, must therefore be weighed against the disadvantages of the site in locational terms.
  - Most of the students will be transported onto the site itself by vehicle regardless of its location. It is not considered therefore that in this instance the location represents a factor that would therefore count against in the proposals when considering its overall sustainability and policy compliance.
  - The location forms part of the West Wisbech Broad Location for Growth in the current Fenland Local Plan. As a result, there is the potential for residential development, and consequently transport infrastructure, to be located in the immediate vicinity, resulting in an increase in the sustainability of the site. It should be noted however that no proposals for a comprehensive Broad Concept Plan (or even for the development of significant parts of the BLG) have come forward at this time, and therefore development of the wider area may be some years away.

- The design of the scheme is somewhat basic, this is perhaps mitigated by its low-rise nature and by the proposed landscaping. This landscaping is however somewhat lacking in the northern corner of the site where no edge of site planting is identified.

6.2 Environmental Health Officer (Fenland District Council) – No objection. The comments are summarised as follows:

- The proposal is unlikely to have a detrimental effect on local air quality and the noise climate or be affected by ground contamination.
- The details submitted within the reports relevant to this service, have been observed which include matters such as contaminated land (Applied Geology, report ref: AG2927-18-AH25) where it is concluded that there is a negligible risk to human health and controlled water receptors.
- The Construction Noise and Vibration Management Plan and Environmental Management Plans submitted by Kier appear suitable and sufficient for purpose and include complaint procedure details in the event that the nearest residents feel that they are adversely affected during the construction phase should planning permission be granted.
- The details in the external lighting layout plan and external car park lighting calculations (Ref: 25745), both submitted by Whitecroft Lighting are acknowledged. From the information available, it appears that the proposed lighting scheme will conform with the relevant expected standards, including the Institute of Lighting Professionals (ILP) Guidance Note 01/21: The Reduction of Obtrusive Light, 2021.
- The guidance identifies ILP Environmental Zone E2 as being rural (defined in guidance as sparsely inhabited rural areas, village or relatively dark outer suburban locations) which fits the intended development location, and the details provided show that proposed artificial lighting levels should fall within the parameters set by that classification (E2).
- If planning permission is granted, it doesn't indemnify against Fenland District Council Environmental Services taking formal action under relevant legislation (predominantly the Control of Pollution Act 1974 and Environmental Protection Act 1990) if substantiated complaints are received during the demolition and/or construction phase. This also applies if complaints are received following completion of the proposed scheme whereby it is determined that artificial lighting is causing a statutory nuisance (EPA 1990) due to factors such as it not having been installed correctly to achieve Lux levels as set out in the aforementioned documents.

6.3 Cambridgeshire County Council Archaeology – No objection. The comments are summarised as follows:

- Examination of surface models indicate that the landscape to the west of Wisbech is characterised by the roddonised channels of former rivers and their tributaries which dominated the fenland basin. The formation of these interrelated roddens form a zone of raised land, affording opportunities for human occupation throughout the late prehistoric to Post-Medieval periods. Settlement and land use is recorded in the vicinity of the present site in the Iron Age and Roman periods, including evidence for Roman

settlement to the south (HER 02830) and southwest (HER 03904. 04065). Surface scatters identified in the vicinity contain briquetage; ceramic remnants from clay evaporation pans of Roman and medieval salt production, located on the former river courses to exploit the salt water formerly held in creeks and side channels. It is possible that evidence for earlier prehistoric activity may be contained within channels and former land surfaces, with the potential for preserved organic remains in waterlogged environments.

- The site should be subject to a programme of archaeological investigation secured through the inclusion of a negative condition. This is attached as condition 30.
- There is no objection to the removal of the trees and the proposed methodology as detailed in the supporting statement.

#### 6.4 Cambridgeshire County Council Ecology – No remaining objection.

- CCC Ecology welcome the submission of additional information which addresses our requirement for survey information prior to the determination of the application and therefore removes our objection.
- If planning permission is granted the following conditions should be applied to ensure that biodiversity has been adequately protected and biodiversity net gain delivered as part of the scheme as detailed in our previous consultation response dated 24 January 2022.
- The conditions requested are, updates to the submitted Ecological Management Plan (EMP), and Landscape Ecological Management Plan (LEMP), detailed bat mitigation scheme and implementation of the landscape management and biodiversity net gain for 30 years/until habitat meets target condition (either as a standalone condition or as part of the updated LEMP).

#### 6.5 Lead Local Flood Authority (LLFA) (County Council) – Holding objection now removed. The comments are summarised as follows:

- Further to the meeting on the 26 January 2022 it is acknowledged that the proposed drainage strategy is appropriate for the site but there are significant differences between the modelled drainage network and the proposed design. However fully representative calculations should be provided as part of the drainage strategy and request that a condition requiring a detailed surface water scheme is submitted, prior to the laying of services, creation of hard surfaces or erection of a building is commenced.

#### 6.6 Cambridgeshire County Council – Asset Information Team – No objection. The comments are summarised as follows:

- The developer, is requested prior to first occupation of the site to submit a request to the Highways Authority for barrier authorisation under section 66 of the Highways Act 1980 for the bollard which is to be placed on Public Footpath No. 1, Wisbech near its junction with Barton Road.

- As Public Footpath No. 1, Wisbech is to be used as a temporary vehicular access for construction traffic, we request that the developer contacts the Highways Authority to arrange a pre and post works highway inspection of the surface of the public footpath to ensure that the surface of the footpath is fully restored after it has been used by construction traffic. These are requested in the interests of public safety and amenity.

6.7 Cambridgeshire County Council Highway Authority – No remaining objection. The comments are summarised as follows:

- The latest revised plans are submitted in response to my earlier comments, the Road Safety Audit and subsequent discussions with the developer's consultants. The design of the highways scheme in terms of visibility splays has considered the current speed limit with the expectation that this will be reduced to 40mph of which there is support for this. The non-motorised provision has been revised from a shared use pedestrian / cycle way up to the access opposite Cox's Lane to a shorter length of cycleway but pedestrians will be able to continue to the same point opposite Cox's Lane. The reduced length of cycleway has resolved a number of problems that were encountered as part of the submitted Road Safety Audit. Conditions are requested for the installation of a bollard on The Still and a compliance for the highway works.

6.8 Cambridgeshire County Council Transport Assessment Team - No remaining objection. The comments are summarised as follows:

- The document reviewed is the technical note dated January by Kmc Transport Planning. This note addresses the issues raised by the Highway Authority and is acceptable subject to the provision of a condition requiring covered and secured cycle parking.

6.9 Cambridgeshire County Council Public Health Officer – No objection. The comments are summarised as follows:

- The response relates to the interim travel plan and submitted health impact assessment. Although the travel plan clearly stated that students will travel by minibus and taxi to and from the site, it is important to understand that the proposed site is located on a currently de-restricted road. Consequently, if staff wish to cycle or walk to school, taking advantage of a number of established cycle routes in and around Wisbech or use the many PROW routes - including one that approaches Barton Road from the town centre via North Brink - cycling and walking the school will be a challenge, mainly because of a lack of infrastructure along Barton Road for the final section of their journey.
- Reference is made in the travel plan to restricting the speed limit Barton Rd by the SEMH school site to 40mph. This along with improved street lighting should be discussed with the councils' highways engineers and resolved prior to planning approval as a matter of urgency.
- The final version of the travel plan should include a series of targets designed to minimise the impact of travel on the environment and local community. This will ensure that the travel plan can be built on as the secondary school is constructed and becomes operational.

- The new site will provide an environment and a location that will be more supportive to students with emotional and mental health issues, when compared to the current location in a commercial/industrial development.
- The provision of electric vehicle charging facilities on site is welcome, however, these should ideally be fast charging points and an agreement should be reached to allow taxi contractors to use this facility. This would encourage operators to purchase EV taxis, improving local air quality, in line with best practice in taxi operation.
- It is welcome to see that the HIA recommends recruiting construction workers locally as there is currently a skills shortage in the industry, which when combined with the proposed new both local residential and commercial sites in Cambridgeshire has the potential to provide long term employment.

6.10 Cambridgeshire County Council Road Safety Officer - No objection. The comments are summarised as follows:

- The school have completed a Modeshift STARS interim travel plan to support this application. The school are expected to work with the CCC Road Safety Education Team, to ensure that safer, sustainable school travel remains a key aspect of their travel plan on occupation, and that they will continue to update the plan and to deal with any travel issues that arise through the Modeshift STARS travel planning system.

6.11 Sport England - No objection. The comments are summarised as follows:

- The proposed development does not fall within Sport Englands statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003- 20140306), therefore Sport England has not provided a detailed response in this case but would wish to give the following advice to aid the assessment of this application.
- If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes:

<http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance>

- In line with the Governments NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

6.12 Natural England – No objection. The comments are summarised as follows:

Natural England has not assessed this application for impacts on protected species. Natural England has published [Standing Advice](#) which can be used to assess impacts on protected species or consultation with an appropriate ecology services for advice is advised.

6.13 Fire and Rescue Service – No objection. The comments are summarised as follows:

- Where a Section 106 agreement or a planning condition has been secured, the cost of Fire Hydrants will be recovered from the developer.
- The number and location of Fire Hydrants will be determined following Risk Assessment and with reference to guidance contained within the “National Guidance Document on the Provision of Water for Fire Fighting” 3rd Edition, published January 2007.
- Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5 Vehicle Access. Dwellings Section 13 and/or Vol 2. Buildings other than dwellings Section 15 Vehicle Access.
- If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required.

6.14 Anglian Water – No objection. The comments are summarised as follows:

- From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. See Informative 3.

6.15 Cambridgeshire Police Designing out Crime Officer – No objection. The comments are summarised as follows:

- Although we have had early consultation with the applicant regarding security recommendations to achieve BREEAM credits, we are waiting for confirmation that our advice will be adhered to.
- Our understanding it that there is a need for this school to be secure and as such we are happy to engage with the applicants further to ensure that the correct levels of security and crime prevention measures can be discussed.

6.16 Environment Agency - No objection. The comments are summarised as follows:

- There are no Agency related issues in respect of this application and therefore we have no comment to make.

6.17 Internal Drainage Board – North Level – No objection. The comments are summarised as follows.

- A formal application for Land Drainage Consent for the surface water outfall and for the new access over the riparian drain north of Barton Road will be required as well as a development levy to deal with the additional water from the site.



- Discussions have already taken place with the developer on the understanding that the total imperious area of 1.022 hectares will be attenuated on site before discharging at a rate of 3.2l/s into the riparian drain to the southwest of the site.

6.18 Wisbech Town Council – No objection. The comments are summarised as follows:

- This planning application has been considered by this council's Planning and Infrastructure Committee. The Committee supports this development proposal but seeks an assurance it would not have an adverse effect upon access to the Town Council's allotment at The Still.

6.19 Wisbech St Mary Parish Council – Objection. The comments are summarised as follows:

- This is the wrong location for the SEMH or the new secondary school. The Parish Council are concerned that allowing the SEMH school to go ahead will increase the chances of the secondary school being placed here that is why it is included in this response.
- Although there seems to be a 'small' amount of infrastructure changes planned at the site to combat the very basic concerns the wider issue still remains. Any increase in traffic will cause chaos.
- Wisbech St. Mary & Guyhirn will be used as rat runs and there are speeding issues in both of these villages currently, without any extra travel movements. The road is not suitable for constant site movements of construction traffic.
- This study only conducted travel movements within the catchment area of the new school. The impact this School will have on the Barton Road & North Brink is immense and will have a lasting effect for years to come.
- Wisbech deserves to be a centre of excellence and the original drawings of what this school will look like appear prison like and basic, it doesn't take from its rural aesthetics and stands out like a sore thumb. There seems to be a lack of details towards the basics; numbers, catchment nor even a five year plan
- This development, if it is indeed to serve the western side of Wisbech needs to be placed on Sutton Road.

6.20 Leverington Parish Council – No stated objection. The comments are summarised as follows:

- Not all cars will use the Wisbech St.Mary Road as this gets very congested at school times due to the grammar school.
- Cars will travel through Gadds Lane to Leverington Common and on to Wisbech.
- There are no parking places along the stretch of Gadds Lane which is wide enough for only 1 vehicle.
- Cars will be meeting agricultural machinery along this stretch and pulling off the road is impossible. Vehicles will have to back up until they find a gateway
- Gadd's Lane has to be crossed to access the play ground at Leverington Common. The council is very concerned this is a serious safety issue

## 7. Representations

7.1 6 representations have been received and the comments are summarised below:

- The proposed site does not have the necessary infrastructure and there are problems with access and location. Barton Road is very narrow and a pavement/cycle track on the north side of the road is dangerous. The proposal will result in increased congestion. Gadds Lane and The Still are both unsuitable for access.
- There are many brown field sites in the area which would have much better services and are more centrally placed.
- The prime reason it has been considered is because it is council owned.
- The design of the building does not respect the character and the context of the site and surrounding area.
- The adjoining houses and businesses on Gadds Lane will be overshadowed and overlooked. This proposal would create a huge increase in noise and disturbance.
- If the school site is extensively drained then it will attract water drainage from surrounding land causing flooding.
- A speed limit change should include Barton Rd towards its junction with Mile Tree Lane.
- This should only be approved if soft piling is used to minimise the disruption.
- There should be no on road parking allowed as a condition for approval.
- There should be an on-site wheel wash facility to avoid contaminating Barton Road.
- There is no information on the type of fence and no artist impression of what visual impact this have on the proposal.

7.2 A copy of the full representations will be shared electronically with members of Planning Committee one week before the meeting.

## 8. Planning Policy

8.1 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. The relevant development plan policies are set out in paragraphs below noting the development plan does not include emerging plans and policies.

8.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (paragraph 11). It states that for decision-taking this means:

- approving development proposals that accord with an up to date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most relevant for determining the application are out of date, granting permission unless:
  - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.

8.3 Paragraph 2 - planning law requires that applications for planning permission be

determined in accordance with the development plan unless material considerations indicate otherwise.

Paragraph 11 – plans and decisions should apply a presumption in favour of sustainable development.

Paragraph 38 - local planning authorities should approach decisions on proposed development in a positive and creative way.

Paragraph 43 - The right information is crucial to good decision-making, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations assessment and flood risk assessment).

Paragraph 95 – To ensure faster delivery of other public service infrastructure such as further education colleges, hospital and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

Paragraph 130 – Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 159 - inappropriate development in areas at risk of flooding should be avoided (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Paragraph 167 - when determining planning applications local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment; c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be

inappropriate; d) any residual risk can be safely managed; and e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

Paragraph 174 - planning decisions should contribute to and enhance the natural and local environment by:

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate; d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

Paragraph 185 - Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

## Fenland District Council Local Plan (adopted May 2014 (FDLP))

8.4 Fenland District Council's Local Plan was adopted on 8th May 2014. It sets out the vision and policies to guide future development in which new infrastructure such as schools play an important role in delivering sustainable development. The objectives of the plan encompass improving the quality range and accessibility of services such as education to ensure that all groups thrive in safe environments. The following local plan policies are of relevance in the determination of this planning application.

- Policy LP1: A Presumption in Favour of Sustainable Development
- Policy LP2: Facilitating Health and Wellbeing of Fenland Residents
- Policy LP3: Spatial Strategy, the settlement hierarchy and the countryside
- Policy LP7: Urban Extensions
- Policy LP8: Wisbech
- Policy LP13: Supporting and Mitigating the Impact of a Growing District
- Policy LP14: Responding to Climate Change and Managing the Risk of Flooding in

Policy LP15: Facilitating the Creation of a More Sustainable Transport Network in Fenland

- Policy LP16: Delivering and Protecting High Quality Environments across the District
- Policy LP19: The Natural Environment

#### Supplementary Planning Documents

As identified on Fenland District Council's website, the following documents are material considerations when making planning decisions with the weight in decision making to be determined on a case by case basis having regard to consistency with national planning guidance and the adopted Fenland District Local Plan 2014.

- Delivering and Protecting High Quality Environments in Fenland SPD, 2014
- Fenland Infrastructure Delivery Plan 2016
- The Cambridgeshire Flood & Water Supplementary Planning Document (adopted 14 July 2016)
- The Cambridgeshire and Peterborough Local Transport Plan (February 2020)

#### Emerging Fenland Local Plan

- 8.5 Fenland District Council are in the process of updating the local plan. Fenland District Council approved an updated timetable for the draft local plan (known as Fenland Local Development Scheme (LDS)) on 15 July 2021. The LDS shows an updated timetable for the production of the Fenland Local Plan to 2023. Consultation on the draft local plan took place in December 2021 and January 2022 with adoption of the local plan proposed in November 2023.

#### Planning Practice Guidance (PPG)

- 8.6 The planning practice guidance is relevant to the consideration of this application and in particular the Section relating to Noise (March 2014) – Managing noise impacts in new developments is also a material consideration.

### 9. Planning Considerations

- 9.1 The main planning considerations in relation to this planning application are: principle of need and justification, design and layout, landscape character and visual impact, loss of agricultural land, biodiversity and agriculture, flooding, surface and foul water drainage, climate change, transport and access, car and cycle parking, residential amenity, health impact, archaeology and equality, diversity and inclusion.

#### **Principle of development, need and justification**

- 9.2 Paragraph 94 of the NPPF supports the need to build new, expand and alter schools to ensure there are sufficient school places available. The proposal has been commissioned by the People and Communities Service of Cambridgeshire County Council and is supported by a Regulation 3 letter. The applicant (Cambridgeshire County Council's People and Communities Service – CCC Education) is working in partnership with The Horizon Trust, (the appointed school sponsor) and the proposal would replace the existing 30

student SEMH school Riverside Academy, (Algores Way, Wisbech) which does not meet current building standards. The existing school serves a wide catchment area for students which includes Wisbech, North Cambridgeshire and South Norfolk and the new school would continue to serve this catchment.

9.3 The proposal has been subject to pre application discussions since 2016 with planning officers from the County Planning Team, Education and Fenland District Council planning. Wisbech St Mary Parish Council and neighbours have raised concerns about the location of the school and the applicant has confirmed that the proposed site was selected following an extensive review of alternative sites around Wisbech, by the CCC Education Capital Team in 2015. Following this site search, an initial pre application enquiry was submitted to the County Planning Authority in 2016 where it was proposed that the SEMH school (and at that time also a secondary school) would be located on land to the east of Meadow Lane to the east of Wisbech. However, this location was rejected based on insufficient transport capacity and the significant infrastructure upgrades which would be required. This search also related to the inclusion of a secondary school which is now on hold, but the same concerns would apply to the SEMH school given the constrained nature of the east side of Wisbech. As a result, County Education reviewed alternative options, however, these were limited as much of the land around Wisbech is located within flood zone 3 (high risk) and is outside the control of Cambridgeshire County Council. The proposed application site was therefore considered the most suitable for the following reasons:

- It is located within an identified growth area for Wisbech within the adopted Local Plan and is therefore considered to be a sustainable location for growth.
- It is one of the few areas in and around Wisbech that is situated within a flood zone 1 (low risk zone).
- The west side of Wisbech is less constrained than the east side in terms of transport capacity.
- The vast majority of the demand for additional school capacity is to the West side of Wisbech.

9.4 The site is located outside of the development framework for Wisbech but is located within an area designated for expansion under FDLP Policy LP8 'West Wisbech Broad Location for Growth'. This growth area is identified as having the potential to provide a residential led high quality living environment, with open space and some commercial use. FDLP Policy LP7 indicates that the growth locations should be planned and implemented in a coordinated way, through an agreed overarching broad concept plan which is linked to the timely delivery of key infrastructure. It is further identified that 'with the exception of inconsequential very minor development, proposals for development which come forward prior to an agreed broad concept plan (BCP) being produced should be refused. FDLP Policy (f) states that urban expansions should incorporate a primary, or secondary school if the scale of the urban extension justifies it.

9.5 The preparation of a BCP for the area had commenced after the adoption of the FDLP in 2014 but stopped once work on the proposed Wisbech Garden Town (which was to cover all of the West Wisbech BLG area) started. However, after several years the Wisbech Garden Town concept was put on hold indefinitely. The process for bringing forward a BCP has not re-commenced due to a variety of reasons and whilst the new school campus and SEMH school should have been prepared in accordance with a BCP, as there is no current plan for a BCP, Fenland District Council Planning has confirmed that the school does not

need to form part of a BCP in this instance as it is an essential facility required at the earliest opportunity and that the school proposal would not prejudice the development of a BCP moving forward. As such the proposal is considered broadly compliant with FDLP policies LP7 and LP8.

- 9.6 The proposal would include the permanent loss of 1 x 4-bedroom residential property which is unfortunate. Fenland Local Plan does not include any policies which include mitigation for the loss of residential development.
- 9.7 The provision of this new facility is supported by paragraph 95 of the NPPF, which should be given substantial weight in the determination of the application. There is a requirement for growth, the majority of which is to be focussed on the main four towns including Wisbech, to meet the associated infrastructure needs and it is considered that the proposal would not prejudice this coming forward. As such, the proposal is considered acceptable as it would provide a new SEMH School which is 'fit for purpose' locally where demand is required contributing to the aims of the Fenland District Council Local Plan 2014, in accordance with policies LP1, LP7 and LP8. It is also in accordance with paragraph 95 of the NPPF, which gives "great weight to the need to, in the case of this proposal "create, expand and alter schools".

### **Design and Layout**

- 9.8 FDLP Policy LP16 (c-d) supports new buildings which make a positive contribution to the local distinctiveness and character of the area, enhancing its local setting, and do not adversely impact, in either design or scale terms on the street scene and should seek to retain natural features such as existing trees and vegetation. The perimeter of the proposed school site will be secured by a 2.4-metre-high mesh fence with planting. The school would be single storey with the layout comprising a mix of soft and hard landscaping with five separate teaching blocks to reduce the visual impact of the buildings on the site. The school buildings would be located to the east of the site set back from the boundary behind proposed planting to minimise its visual impact on Barton Road, Gadds Lane and existing countryside to the north. The site incorporates amenity areas to the east of the site with tree and shrub landscape boundary planting proposed adjacent to residential properties on Gadds Lane to further screen this boundary. A shelterbelt of existing trees would separate and screen the proposed car park and school from The Still. The materials for the school would be selected from a palette which would include muted colours to reduce any dominance in the existing landscape. Refer to Agenda Plans 3 and 4 (General Arrangement/Elevation).
- 9.9 The design of the scheme is supported by the Cambridgeshire Constabulary Designing Out Crime Officer meeting requirements for FDLP Policy LP17 (g-h) which require good visibility and surveillance in a new development.
- 9.10 The proposed development has would respect the context of the site in terms of design and scale with proposed landscaping broadly mitigating against any adverse visual impact. The proposal also meets existing standards which would ensure a high level of community safety. The layout of the school has also been reviewed by the Cambridgeshire Design Quality Panel and is supported. The proposal is therefore considered acceptable and compliant with Fenland Local Plan 2014 policies LP16 (c-d) and LP17 policies (g-h).

## **Landscape Character and Visual Impact**

- 9.11 FDLP Policy LP16 (c-b) supports developments which retain and incorporate natural features and protects and enhances biodiversity, taking into account nationally designated sites. The application site is not located in an area which is nationally designated protected area for Environmental Impact Assessment Regulations (2017), but it is located in an area defined by Natural England as The Fens National Character Area (NCA 46) and more locally within the Wisbech Settled Fen Local Character Area. Key characteristics include: expansive, flat, open, low-lying wetland landscape, extensive vistas to level horizons and huge skies, rural remoteness and tranquillity, isolated field trees and shelterbelts of poplar, willow and occasionally leylandii hedges around farmsteads, and numerous orchards around Wisbech.
- 9.12 The application is supported by A Landscape Visual Impact Assessment (LVIA) (James Blake Associates) which provides an assessment of the impact of the scheme on the landscape. The document confirms that whilst the site is likely to be valued locally, there are few features which elevate the site above the ordinary in this location. The LVIA concludes that the proposal will bring about a noticeable change, which will not dominate the view and which will be a small component of the wider settled landscape. The landscape strategy proposed has been designed to replicate in so far as possible the surrounding Fenland and settled Fenland landscape characteristics and will provide new native planting throughout the site, an existing shelter belt of trees will be retained. The school building elements have been designed sensitively with massing and scale reduced to respond to the local context, the built form being low rise, together with the use of a muted colour palette for the materials and with the provision of native planting throughout the site to include site boundaries, which will support the integration of the development within the existing landscape pattern. Wisbech St Mary Parish Council have raised concerns about the design of the school and the applicant has confirmed that consideration has been given to the setting of the school which is reflected in the overall design. It is therefore considered that the proposal would not have an adverse impact on landscape character.
- 9.13 The two closest residential properties are located to the west of the application site at the Barton Lane, the southern end of Gadds Lane to the west approximately 30 to 60 metres away from the western boundary of the from which the application site. To help screen and soften views from this part of Gadds lane, additional boundary landscaping is proposed on the south, west and northern boundaries. The landscaping would include a variety of native trees and shrubs. At the time of planting the vegetation height would be approximately 20cm to 300cm, with height increasing by approximately 40-60cm every year. The native hedge will grow to more than 4m height, and the trees to 10-20m height depending on the species. There has been some discussion between the applicant and Fenland District Council whether additional planting could be provided on the norther corner of the application site adjacent to the proposed MUGA where the fencing will be higher at 2.7 metres. The applicant has explored options for further landscaping and confirmed that it is limited in this area as good passive surveillance is required, any additional trees could potentially overhang the MUGA which would then create issues in terms of usability of the facility.
- 9.14 The proposal would result in the loss of some of the existing landscape character elements such as the arable field boundary vegetation and trees and would have a demonstrable



impact on the Fenland Landscape Character. However, the applicant has provided a landscape strategy as mitigation which aims to replicate some of the landscape character elements lost such as native boundary planting and planting within the site in so far as possible and conditions will ensure that there is an opportunity for these details to be updated and a schedule provide for management and monitoring. As such, the proposals although finely balanced are considered acceptable and compliant with Fenland District Council Policy 2014 LP16 (c-b).

### **Loss of Agricultural Land**

- 9.15 The proposal would result in the loss of approximately 2 ha of Grade 1 agricultural land designation. The need for the development has been demonstrated in paragraphs 9.2 to 9.7. Fenland District has a significant resource of good quality agricultural land and whilst the proposal would lead to the irreversible loss of approximately 2 ha of Grade 1 agricultural land this is plentiful in this area and the proposal is considered broadly compliant with FDLP Policy LP16 when balanced against the need demonstrated for the development.

### **Biodiversity and Aboriculture**

- 9.16 NPPF paragraph 170 supports development which contributes to and enhances the natural and local environment by protecting and enhancing valued landscapes and by minimising the impacts on biodiversity. NPPF Paragraph 170 (d) expects net gains for biodiversity to be provided. This is further supported by FDLP Policy 16 (b-c) which supports development that protects and enhances biodiversity on and surrounding the proposal site and retains and incorporates natural and historic features of the site such as trees, hedgerows, field patterns, drains and water bodies. FDLP Policy LP19 states opportunities to incorporate beneficial features for biodiversity will be supported with mitigation measures secured.
- 9.17 The application is supported by an Aboricultural Impact Assessment Report (AIA) Version 002 (Date 22/10/2021), and addendum dated (January 2022). The report concludes that whilst the proposal would retain a large number of trees 200 trees would need to be removed in order to facilitate the development. The majority of the trees would be removed are described as being of low amenity value and would be from linear shelterbelts with trees of varying species including leylandii, Maple, Plum, Alder and Ash. There is only one category A tree on the site, a Wellingtonia which would be retained as part of the development. The landscaping scheme includes 209 replacement trees of varying native species. The trees that are proposed to be retained as part of the development will be protected from damage during construction works and tree protection details are required as part of condition 25.
- 9.18 The application is also supported by an ecological impact assessment (date 17/09/2021) by greenwillows associates which provides an assessment of the likely impact of the proposed scheme on existing biodiversity. The report confirms there is evidence of bats, a protected species (Schedule 5 of the Wildlife & Countryside Act and Schedule 2 of the Conservation (Natural Habitats) Regulations 1994) in trees and buildings at the application site. The report confirms that since an initial survey of the site was undertaken in 2018, 133 trees across the site have been felled unlawfully and this has resulted in the loss of bat roost features for bats and a maternity bat roost. The applicant has confirmed that this matter has been subject to a separate investigation with criminal proceedings for those responsible and is not related to the project team or team representatives. The applicant has

subsequently agreed appropriate mitigation for the bat habitat lost and for the protection of the remaining bat roosts in the existing barn with the county ecologist. The applicant is aware that a European Protected Species Licence (EPSL) must be obtained from Natural England and all existing outbuildings will remain undisturbed until the licence is granted. All works will then progress under the supervision of a licensed ecologist strictly in accordance with the requirements of the licence. The bat mitigation measures include protection for the existing bat roost during early construction works, the submission of a bat mitigation strategy, additional tree planting and the provision of a bat 'hotel' as a replacement roost. The measures have been agreed with the county ecologist as acceptable and are attached as conditions 26-28.

- 9.19 The application includes a landscape strategy which would enhance the existing habitats and support new habitats for biodiversity. The strategy incorporates existing trees and vegetation as well as existing land drainage features on the northern and southern boundaries. Additional landscaping will include extensive tree, shrub and wildflower planting as well as the inclusion of an allotment and replacement trees to support the retention of existing biodiversity on site and contributing meeting the biodiversity net gain requirements as required by NPPF paragraph 170 (d). The submitted ecological impact assessment has been further updated (January 2022), pending the Traffic Regulation Order (TRO) request to reduce the speed limit on this section of Barton Road. The county ecologist has agreed the landscaping strategy is acceptable in principle and requested a Construction Management Plan to protect biodiversity, an updated Ecological Management Plan and Landscape Ecological Management Plan be submitted to provide further specification details, implementation and monitoring of biodiversity net gain. These are attached as conditions 20-22.
- 9.20 The proposal includes a landscape strategy which seeks to retain existing landscape features, and which would enhance biodiversity on the site and meet net gain requirements with suitable bat mitigation provided. The proposal is supported by officers and is compliant with NPPF paragraph 170 and NPPF Paragraph 170 (d) which expects net gains for biodiversity to be provided and Fenland Local Plan 2014 policies LP16 (b-c) and LP19.

### **Flood Risk, Surface and Foul Water Drainage**

- 9.21 FDLP Policy LP14 Part (B) Flood Risk and Drainage (a-d) states that submitted drainage strategies must show that suitable consideration has been given to surface water drainage and appropriate arrangements for attenuating surface water run off can be accommodated on site. The site is located within Flood Zone 1 which indicates a low risk of flooding.
- 9.22 In response to the holding objection and initial concerns raised by the LLFA regarding the surface water drainage modelling on the site the applicant submitted an updated Flood Risk Assessment and held further negotiation with the LLFA. The LLFA have since advised that whilst the proposed drainage strategy is appropriate for the site, there are significant differences between the modelled drainage network and the proposed design. The applicant is therefore requested to submit an updated surface water drainage scheme which should include fully representative calculations of the modelled drainage network, and this is included as condition 19. The proposed foul water drainage system would connect to an existing public sewer network which is managed by Anglian Water and this is acceptable to Anglian Water. The Internal Drainage Board (Middle Level) has confirmed

that the proposal is acceptable subject to the relevant development consents being granted if the proposal is approved.

- 9.23 Neighbour representations have also been made raising concerns about the potential for the development to increase the possibility of flooding on the surrounding areas from surface water. The application is located in flood zone 1 which confirms it is at low risk of flooding and the applicant has submitted a flood risk assessment which supports this. The LLFA has agreed the drainage strategy is acceptable and not raised any additional concerns to the possibility of flooding. The applicant will be required to submit further modelling information through condition 19 and this will provide further opportunity for the LLFA to assess the detail of the drainage strategy.
- 9.24 The proposal and drainage strategy has been reviewed by the Environment Agency, Anglian Water, the Internal Drainage Board and the LLFA and is acceptable in principle subject to further details submitted by condition. It is therefore considered that subject to the relevant condition and informatives conditions the proposal is considered compliant with Fenland District Plan 2014 policy LP14 Part B (a-d).

### **Climate Change**

- 9.25 FDLP Policies LP14 Part A (a, g) relating to resource use, renewable energy and allowable solutions recognise an urgent need to combat and adapt to climate change and to minimise increases to the wider power network and LP16 (d) supports development which provides resilience to climate change. The floorspace of the proposal is above the 1,000 square metre threshold and requires compliance with BREEAM standards. The proposal has been designed to meet, 'very good' principles, which is in line with the County Council's expectations in relation to new school buildings. The applicant has confirmed that energy consumption will be reduced using thermally efficient materials, energy efficient lighting and high levels of ventilation. These measures would reduce overall energy consumption and increase the energy efficiency of the building. Students, where appropriate and staff will be encouraged to cycle, native plants will comprise the majority of green areas, and carbon reduction measures will form part of the proposal, achieving the minimum requirement of 10 points. The applicant has also proposed to incorporate photovoltaic panels to further minimise resource consumption and these details and condition 18 is attached to secure this information.
- 9.26 The development would incorporate building technologies and renewable energy technologies to meet the required threshold of 'very good'. BREEAM conditions are proposed to ensure appropriate energy and water targets are met and to provide details of photovoltaic panels. The proposal is therefore considered compliant with Fenland Local Plan 2014 policy LP14 Part A (a,g).

### **Transport and Access**

- 9.27 FDLP Policy LP15 permits developments which do not have an unacceptable transport impact. The planning application is supported by a transport assessment for the school site which provides an assessment of the combined impact. In addition, FDLP Policy 13 supports proposals which are supported by or have access to infrastructure with planning permission only supported if it can be demonstrated that there is sufficient infrastructure

capacity to meet the requirements of the development and that consideration of the timing should be given to the timing of infrastructure provision.

- 9.28 The application site is currently agricultural farmland located to the north of Barton Road. Formal footway provision within the vicinity of the site is limited and there are no footways along Barton Road. At present wide sections of verges run along both the northern and southern sides of Barton Road and these continue to the east and west of Gadd's Lane Carriageway. Immediately to the east of the application site is The Still, a Public Right of Way (PROW) that connects Barton Road to Dowgate Road providing a direct walking route between the two arterial roads. Access to the proposed site would be via the creation of a bell junction onto Barton Road and this would replace the existing access to the current farmhouse which is via The Still. The Still which would remain as a public right of way, but vehicle access would be prevented by a new a bollard which would be placed at the southern entrance of The Still on Barton Road to prevent unauthorised parking (see condition 32). A new access for agricultural vehicles would be created from the internal access road within the school site. the applicant has provided a swept path analysis to show that waste and emergency vehicles are able to access the site in accordance with FDLP policy 16 (f).
- 9.29 The proposal has been subject to extensive pre application discussions between the applicant's project team the Highway Authority and Transport Assessment Team who are aware of the concerns raised by neighbours and the Parish Councils with regards to existing congestion in Wisbech and the fast traffic speeds on Barton Road. These discussions have been on-going through the planning application process to further refine the package of highway measures put forward by the applicant following initial concerns raised by the Transport Assessment Team and the Highway's Development Management Team. This includes the design response to the Transport Assessment Addendum dated December 2021 and a response to the Stage 1 Road Safety Audit (Date 13.12.21).
- 9.30 The Transport Assessment Team and Highway Authority have confirmed they are now satisfied that the proposal would not have an impact on the highway network subject to the agreed transport mitigation measures. These comprise of a new priority T junction to serve the school, a proposed footway / part cycleway along Barton Road and a traffic calming scheme to support the speed limit reduction (from national speed limit to 40mph) on Barton Road with additional signage and road markings. Following the assessment of the Stage 1 Road Safety Audit, the proposed cycleway element of the shared path has been reduced in length and cyclists will re-join the carriageway where the path reduces in width to 2 metres. Refer to Agenda Plan 5 (Highway Improvements). A full travel plan will need to be submitted once the school is occupied and this will confirm how the school will encourage more sustainable travel. However, it is recognised that due to the nature of the school the majority of the students would be travelling to the school via taxi or school minibus. The existing speed limit on Barton Road is 60mph and vehicle speeds has been raised as a concern by residents and public health and the applicant is seeking to reduce the speed limit of Barton Road from 60mph to 40mph via a Traffic Regulation Order (TRO) which would be pursued outside of the planning process. Condition 9 is attached to ensure that the proposed mitigation measures outside of the TRO process are operational prior to the occupation of the school.

### **Car and Cycle Parking**

- 9.31 FDLP Policy LP15 permits developments which do not have an unacceptable transport impact. The adopted local plan does not include specific guidance on car, cycle parking standards for schools within Appendix A and the proposed number of parking and cycle spaces are based on levels at the existing school.
- 9.32 The applicant has confirmed that the new school will employ 35 full time staff and 5 part time staff. The submitted Transport Assessment (TA) provides details of the anticipated modal split of the development which is also based on all pupils (60) attending the SEMH being dropped off by taxi or car. The TA indicates that 80% of their staff currently travel to work by car and this would be likely to continue given the rural location of the school. This number would generate a requirement of 36 car parking spaces (based on full time and part time staff numbers) with 2 accessible car parking spaces and 2 spaces for minibuses. The proposed car parking is considered sufficient for the anticipated demand. A travel plan will be implemented from first occupation to encourage staff to travel by more sustainable modes post occupation.
- 9.33 The layout of the proposed car park has been informed by the drop off pick up profile included in the TA which has been developed to ensure that there is sufficient space within the SEMH forecourt to provide for the drop off/pick up. The profile has been based on the following assumptions. For the morning peak all taxis/cars would be expected to arrive over a 20-minute period (08:40 – 09:00) and have an average dwell time of 2 minutes each as they are dropping off each student. This assumes that the peak arrival takes place mid-way through the 20 minute arrival period. For the afternoon peak all taxis/cars arrive would arrive over a condensed period of approximately 15 mins (15:15 – 15:30) and have a longer average dwell time of 3 minutes to account for the time taken for the student to access the vehicle. The trip generation profile provides a figure of 155 two way car journeys in the AM peak (08.00 – 09.00) and 129 trips in the PM peak (15.00-16.00) and 9 trips in the PM network peak (17.00-18.00).
- 9.34 Wisbech St Mary Parish Council and neighbours have raised concerns about the impact of the proposals on the existing traffic network and the need for highway improvements to slow traffic and improve the sustainability of the development. The transport assessment team have confirmed that traffic/junction capacity modelling of the proposed site access and the junction of Barton Road/North Brink has demonstrated that the traffic associated with the proposed SEMH can be accommodated on the local highway network and highway improvements have been agreed to improve the sustainability of the proposal. Leverington Parish Council have raised concerns about the possible impact of additional traffic on Gadds Lane and impact on those using the play facility. The play facility is located to the north of Gadds Lane approximately 0.75 km from the application site and it is not anticipated that any traffic generated by the development would use Gadds Lane which is a single track road.
- 9.35 FDLP Policy LP15 supports cycling as a sustainable mode of transport to the school, however the Fenland Local Plan does not provide cycle parking standards. The applicant proposes 6 cycle spaces for staff and visitors to be located at the front of the school. The methodology used for calculating those proposed has been agreed with the transport assessment team as acceptable subject to condition 33 which requires the applicant to submit details of the cycle specification and shelter. There will 6 secure and covered cycle spaces located at the front of the school.

- 9.36 The layout of the school drop off area has been designed to provide parking for staff and visitors and to facilitate the taxi and minibus drop off and to enable taxi's to wait to drop off minimising the impact on Barton Lane and it is supported by the Highway Authority together with the provision for additional highway improvements to encourage more sustainable ways of travelling to the site where possible. Condition 13 requires a School Travel Plan to ensure parents, staff and pupils, where possible are encouraged to use sustainable modes to travel to school. The applicant has submitted an interim travel plan based on the Modeshift STARS template and the applicant will need to submit a full travel plan within 9 months of the occupation of the school, see condition 13.
- 9.37 Wisbech Town Council have queried whether the proposal would have an impact on The Still. The county Asset Information Team and the Highway Authority have requested that a bollard is provided prior to the occupation of development to prevent unauthorised parking, and this is provided by condition 32. The proposal does not include any further changes to The Still and will not have an impact on the existing allotments in the area. A neighbour has raised concerns with regards to the potential for on-street parking to occur as part of the development. The applicant has confirmed that as the majority of the pupils will be travelling to the school by taxi it is not considered that on street parking will be an issue.
- 9.38 Following the submission of further technical information, and transport mitigation measures, the Highways Authority and Transport Assessment Team are now satisfied that the design of the proposed vehicle and pedestrian access is acceptable in highway safety terms and the transport assessment and further technical data provided would not lead to an adverse impact on highways safety and increase in traffic congestion in terms of the additional number of trips generated. The applicant team intend to progress the Section 278 works required with highway colleagues to ensure that the necessary highway improvements are delivered prior to occupation. As such, the proposal is considered acceptable and in accordance with Fenland District Council Local Plan 2014 policies LP1, LP13, LP15 and LP16 (f).

### **Residential Amenity**

- 9.39 FDLP Policy LP16 (e) states that new buildings should not adversely impact on the amenity of neighbouring users through light pollution, loss of privacy, over shadowing or noise and consideration has been given to the design of the proposed extension in relation to its surroundings.
- 9.40 The application site is located on the outskirts of Wisbech in a rural setting. There are two residential properties located on Gadds Lane to the west of the site which are between 30 to 60 metres away from the school boundaries and who would potentially be most affected visually or through noise. The school is relatively small with around 60 pupils in key stage 3 and 4 (students aged 11 – 16) which would reduce the potential noise and disturbance which would be limited to the school day. The layout of the site locates the school buildings to the east of the site away from residential properties and the form and layout of the school would avoid any overlooking or overshadowing. A secure fence and planting would provide boundary screening of the school from Gadd's Lane.
- 9.41 The applicant has sought to minimise any adverse impact from light on residential amenity. The lighting on the site is limited and would be minimised to reduce any over spill to the adjacent residential properties and there is no floodlighting proposed for the external

MUGA. Condition 12 is attached to ensure that the lighting is operated and maintained in accordance with the approved details.

- 9.42 The impact on the amenity of local residents during the construction works has also been considered. The submitted Environmental Management Plan version 1.6 dated April 2021 (Received 11/10/2021), Construction Noise and Vibration Management Plan Kier (Received 11/10/2021) and The Traffic Management Plan 001 Date Sept 2021 (Received 11/10/2021) have been agreed as acceptable. If planning permission is granted, the construction works are expected to commence in Spring 2022 with an approximate 12 month build out process and conditions are attached to control the construction hours, impact of noise and dust, and importation of materials with regards to land levels, in order to protect environmental amenity. Refer to conditions 4-12.
- 9.43 The impact of the proposal on residential amenity has been assessed by the Fenland District Council Environmental Health Officer who has confirmed that they have no objection to the proposal. The proposal would not give rise to a significant adverse impact on residential amenity which cannot be mitigated for by condition and would be managed by the noise, management and dust strategy. The proposal is therefore considered acceptable and is in accordance with Fenland District Council Local Plan 2014 policy LP16.

### **Health Impact**

- 9.44 FDLP Policy LP2 relates to the health and wellbeing of Fenland District residents and requires a health impact assessment (HIA) to be submitted with planning applications for major development schemes.
- 9.45 A Health Impact Assessment (HIA) has been submitted with the application. This assessment collates available data to inform a health profile of the local area, compared against health data from surrounding areas as well as nationally. The HIA also sets out the way in which this proposal has been designed to respond to the health profile of the local area, encouraging students and residents to live a healthy and active lifestyle. The location of the proposed site, in a relatively rural location means that car usage will be heavily relied upon although additional measures to improve the site sustainability through the provision of a new path/cycleway is welcomed although the use of fast charging electric car points is requested, and the applicant has confirmed that 3 twin charging points to serve 5-6 motor vehicles would be provided. Extensive capacity for physical activity has been designed into the proposal, including a sports block and field, a MUGA and a variety of garden spaces. The county Public Health officer has raised the issue of the speed limit on Barton Road and this is being addressed by the applicant no additional issues with regards to the submitted HIA.
- 9.46 The scheme has been assessed in principle by CCC Public Health and is acceptable. The application is therefore considered to be in accordance with Fenland District Council Local Plan 2014 Policy LP2.

### **Heritage**

- 9.47 Paragraph 185 of the NPPF states that heritage features within a development site should be conserved and FDLP policy 18 (a-c) requires all development with undesignated heritage assets to provide justification for the works and the impact which should be

proportionate to the scheme with a programme of work and any mitigation secured by condition. The application site is not located within a conservation area and there are no listed buildings located on or adjacent to the site so the proposal would not have an impact in this context.

- 9.48 The applicant has provided suitable justification for the proposal in paragraphs 9.2-9.7 and has also engaged in pre application discussions with county archaeology and condition 29 has been agreed to secure a programme of work and any mitigation requirements.
- 9.49 The county archaeology officer has confirmed that because of the context of the location where other archaeological finds have been discovered nearby the proposal should be subject to archaeological investigation and condition 29 supports this in a phased approach. The applicant has submitted an Early Tree Works Removal Strategy date January 2022 (received 14/12/2021) which details a strategy for the initial partial removal of the relevant trees 1 metre above ground level (condition 23). This is to remove the main part of the trees prior to the bird nesting season and prior to a written scheme of investigation for archaeological works being submitted. This has been agreed as acceptable by the county archaeologist.
- 9.50 The applicant has provided suitable justification for the proposal and will need to carry out appropriate archaeological investigations on site in accordance with condition 29 following the implementation of the Tree Works Removal Strategy (date January 2022). the proposal is therefore considered acceptable and in accordance with Fenland District Council 2014 policy LP18 (a-c).

### **Equality, Diversity and Inclusion**

- 9.51 Section 149 of the Equalities Act 2010 places a statutory duty on all public bodies to consider the needs of all individuals in their day-to-day work – in shaping policy; in delivering services; and in relation to their own employees. This public sector equality duty (PSED) is a duty on public bodies and others carrying out public functions. Public bodies, subject to the PSED must in the exercise of their functions have due regard to the need to: Eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under the Equalities Act; Foster good relations between people who share a relevant protected characteristic and those who do not share it; and Advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it. These three aims are sometimes referred to as the three aims of the general equality duty. Having due regard for these aims in the assessment of this application it is confirmed that the students who would attend the proposed new school are considered under the Equalities Act to be significantly disadvantaged. The disadvantages faced by the clients, and the benefits to be provided by the proposed facility, must therefore be weighed against the disadvantages of the site in locational terms.
- 9.52 In addition, whilst ordinarily development in such a location may be discouraged due to the lack of transport infrastructure, given the specific purpose of the proposed school and the associated fact that it is likely that the majority of students will be transported onto the site itself by vehicle regardless of its location. It is not considered therefore that in this instance the location represents a factor that would therefore count against in the proposals when considering its overall sustainability and policy compliance. The County Council as Local Planning Authority are satisfied that the highway network in the vicinity of the application



site is suitable for the levels of traffic proposed to be associated with the scheme and indeed for any further development of the site envisaged in the future, particularly in relation to traffic approaching the site from the north.

## 10. Conclusion

10.1 The applicant has demonstrated there is an educational need for the development which would not compromise a broad concept plan for the West Wisbech area coming forward in the future. The proposal has been assessed in its entirety taking account of all material planning considerations and following extensive discussions with the transport assessment, the Highways Authority, the Local Lead Flood Authority and Ecology is supported by all consultees with conditions attached to support the mitigation of the development. Therefore, on balance, the proposal is considered acceptable in policy terms. It follows, therefore, that as the proposed development is considered to accord with both the Fenland local plan (May 2014) and the NPPF (July 2021) and it should be supported.

10.2 It is recommended that planning permission is granted subject to the following conditions:

### 1. Commencement of Development

The development hereby permitted shall be commenced not later than 3 years from the date of this permission. Within 14 days of the commencement of the development hereby permitted, the County Planning Authority shall be notified in writing of the date on which the development commenced.

Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004 and in order to establish the timescales for those details provided by conditions and to enable monitoring of the development.

### 2. Occupation of the Development

Within 14 days of the first occupation of any part of the development hereby permitted the County Planning Authority shall be notified in writing of the date on which the development was first occupied.

Reason: In order to be able to establish the timescales for the approval of details reserved by conditions.

### 3. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the application form dated 8 October 2021; the following plans and documents (received 25 October 2021, unless otherwise stated); as amended by the information approved as required by the following conditions:

The Location Plan FEN-FSA-01-XX-DR-A-0010 Revision P03 date 11/01/22 Frank Shaw Associates (Received 12/01/2022)

Site Masterplan FEN-FSA-01-XX-DR-A-0100 Revision P08 date 03/02/2022 Frank Shaw Associates (Received 12/01/2022)  
 Biodiversity Net Gain Updated Feasibility Report Jan 2022 greenwillows associates (Received 19/01/2022)  
 Arboricultural Impact Assessment Report Date 22/10/2021 Version 002 greenwillows associates (Received 25/10/2021)  
 Early Tree Removal Works Revision Number 001 Date 08/12/2021 Kier (Received 14/12/2021)  
 Fenland Education Campus (SEMH site) Tree constraints & tree removals 22/10/2021 greenwillows associates (Received 11/10/2021)  
 SEMH Outline Planting Plan FEC-LEA-00-00-DR-L1003 Rev P09 Date 18.01.22 Livingstone Eyre Associates (Received 19/01/2022)  
 Ecological Impact Assessment (Version 002) date 19/01/2022) greenwillows associates (Received 19/01/2022)  
 Statement of Sustainable Design and Construction September 2021 Revision A (Received 11/10/2021)  
 SEMH Parking FEC-LEA-00-00-DR-L-1006 Rev P04 Date 15.09.2021) (Received 11/10/2021)  
 Site Waste Management Plan Date 04/10/2021, bre (Received 11/10/2021)  
 Health Impact Assessment October 2021 Strutt and Parker (Received 11/10/2021)  
 SEMH Routes and Security zones FEC-LEA-00-00-DR-L-1005 Revision No. P06 Date 17.12.2021 Livingstone Eyre Associates (Received 04/01/2022)  
 GROUND FLOOR PLAN FEN-FSA-02-00-DR-A-1100 Rev P12 date 02/09/2021 Frank Shaw Associates Limited (Received 11/10/2021)  
 GA Elevations (Sheet 1 of 2) FEN-FSA-02-XX-DR-A-2000 Rev P08 Date 08/10/2021 Frank Shaw Associates Limited (Received 11/10/2021)  
 GA\_ELEVATIONS (Sheet 2 of 2) FEN -FSA -SM -XX -DR - A -2001 Rev P07 Frank Shaw Associates date 08/10/21 (Received 11/10/2021)  
 Strategy Roof Plan FEN-FSA-02-RF-DR-A-1120 Rev P01 date 02/09/21 Frank Shaw Associates Limited (Received 11/10/2021)  
 Electrical Services Layout FEC-BCE-00-00-DR-E-0800 Rev P1 date 11.08.21 BCE Bannerman Consulting Engineers (Received 08/02/2021)  
 Schedule of Materials Revision P03 date 08.02.2022 Livingstone Eyre Associates (Received 08/02/2022)

Reason: To define the permission and protect the character and appearance of the locality in accordance with policies LP1, LP2, LP3, LP7, LP8, LP13, LP14, LP15, LP16, LP18 and LP19 of Fenland District Council Local Plan 2014.

#### 4. Construction and Demolition Works

All construction, demolition, enabling or earthworks, including the operation of plant and construction related deliveries shall only take place between the following permitted hours, as restricted by Condition 5 below:

- 0800 hours to 1800 hours Monday to Friday;
- 0800 hours to 1300 hours on Saturdays;
- and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of adjoining properties and control the construction and demolition hours, without impacting on the delivery of the project, in accordance with policies LP2, LP15 and LP16 of Fenland District Council Local Plan 2014.

5. Construction Delivery Hours

No construction related deliveries to or from the site or removal of waste or materials from the site shall take place except between the hours of:

- 09.30 and 16.00 Monday to Friday;
- 0800 and 1300 on Saturdays;
- and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of adjoining properties and control the construction hours, without impacting on the delivery of the project, in accordance with policies LP2, LP15 and LP16 of Fenland District Council Local Plan 2014.

6. Piling

Piling shall not commence for the development hereby approved until a construction and vibration impact report has been submitted to and approved in writing by the County Planning Authority. The reports shall be in accordance with the provisions of BS5528:2009 – Code of Practice for Noise and Vibration Control on Construction and Open Sites Part 1 (or as superseded) and shall include full details of any piling and mitigation measures to be taken to protect local residents from noise and vibration.

The piling shall be carried out in accordance with the approved details.

Reason: To protect the amenity residential properties without impacting on the delivery of the project, in accordance with policy LP2 of Fenland District Council Local Plan 2014.

7. Environmental Management Plan

The construction of the development hereby permitted shall be implemented in full compliance with the Environmental Management Plan dated 10/09/2021 Kier (Received 11/10/2021).

Reason: To protect the amenity of nearby properties, in accordance with policies LP2, LP15 and LP16 of Fenland District Council Local Plan 2014.

8. Traffic Management Plan

The development hereby permitted shall only be implemented in full compliance with the Traffic Management Plan Drawing Number 001 Rev A dated 19/11/21 Kier (Received 29/11/2021).

Reason: To protect the amenity of nearby properties, in accordance with policies LP2, LP15 and LP16 of Fenland District Council Local Plan 2014.

9. Highway Works

Prior to the occupation of any part of the development hereby permitted, the highway works, as shown on plans:

- Proposed Access Simple Priority Junction – 60mph FEC-PDL-XX-ZZ-DR-C-1604 Rev P8 Date 26.01.2022 Peter Dann Associates (Received 27/01/2022).
- Proposed Footway Link in Barton Road Sheet 1 – Overview Plan – FEC-PDL-XX-ZZ-DR-C-1600 Rev P8 Date 26.01.2022 Peter Dann Consulting Engineers (Received 27/01/2022).
- Proposed Footway Link in Barton Road General Arrangement (Sheet 1 of 3) – FEC-PDL-XX-ZZ-DR-C-1601 Rev P7 Date 26.01.2022 Peter Dann Consulting Engineers (Received 27/01/2022).
- Proposed Footway Link in Barton Road General Arrangement (Sheet 2 of 3) FEC-PDL-XX-ZZ-DR-C-1602 Rev P4 Date 26.01.22 Peter Dann Consulting Engineers (Received 27/01/2022).
- Proposed Footway Link in Barton Road General Arrangement (Sheet 3 of 3) FEC-PDL-XX-ZZ-DR-C-1603 Rev P4 Date 26.01.2022 Peter Dann Consulting Engineers (Received 27/01/2022).
- Proposed Traffic Calming in Barton Road FEC-PDL-XX-ZZ-DR-C-1615 Rev P8 Date 26.01.2022 Peter Dann Consulting Engineers (Received 27/01/2022).

shall be fully implemented and operational and maintained in accordance with such plans.

Reason: To protect the amenity of adjoining properties and in the interests of highway safety, in accordance with policies LP15 and LP16 of Fenland District Council Local Plan 2014.

#### 10. Construction Noise and Vibration Management

The development hereby permitted shall be implemented in compliance with the Construction Noise and Vibration Management Plan undated, Kier Construction Received 11/10/2021 prior to the occupation of the development hereby approved.

Reason: To protect the amenity of nearby residential properties from the potential impacts of noise from plant, in accordance with policy LP2 of Fenland District Council Local Plan 2014.

#### 11. Unexpected Contamination

If during the construction of the development hereby permitted unexpected contamination is encountered, which has not previously been identified, works shall immediately cease on site until the County Planning Authority has been notified and the additional contamination has been fully assessed and the following remediation approved in writing:

- A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors;
- A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters; and

- A schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

The remediation strategy shall be implemented as approved to the satisfaction of the County Planning Authority prior to the first occupation of the development hereby permitted.

Reason: To minimise any risk from land contamination associated to the current and future users of the land, groundwater, the natural environment or general amenity in accordance with NPPF (February 2019) paragraph 170 (f) and policies LP14 and LP16 of Fenland District Council Local Plan 2014.

## 12. External and Security Lighting

The external lighting shall be implemented in accordance with the details as shown in the document title Installation: External Car Park Calculation date 01.10.2021 Whitecroft Lighting received 11/10/2021 and the External Lighting Layout Plan drawing no. 25745-DWG-EX-00001 Revision 00 Date 01.10.2021 (Received 11/10/2021) and shall be switched off between 22.00 hours and 07.00 hours.

The external lighting hereby approved shall be implemented prior to the occupation of the building and only be operated in accordance with the details hereby approved.

Reason: To ensure there is a high quality lighting scheme in place and to ensure there is no impact on residential amenity or biodiversity in accordance with policies LP2 and LP18 of Fenland District Council Local Plan 2014.

## 13. School Travel Plan

Within 9 months of the first occupation of any part of the development hereby permitted as identified through Condition 2, an updated School Travel Plan shall be submitted to and approved in writing by the County Planning Authority. The approved School Travel Plan shall include mitigation measures; an implementation timetable; and details relating to its annual review.

The approved School Travel Plan shall be implemented in full in accordance with its approved timetable.

Reason: To ensure the safe and efficient operation of the highway and promote sustainable travel policies in accordance with policies LP13 and LP15 of Fenland District Council Local Plan 2014.

## 14. External Facing, Roofing and Fencing Materials

Within 1 month of the date of the decision notice for the development hereby approved details of the external facing brick, aluminium cladding roofing materials and boundary fencing shall be submitted to and approved in writing by the County Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual appearance in accordance with Policy LP16 of Fenland Local Plan 2014.

15. Cycle, Car and Minibus Parking

Prior to the occupation of any part of the development hereby permitted the car parking spaces as shown on SEMH Parking Plan drawing No. FEC-LEA-00-00-DR-L-1006 Revision No. P04 date 15.09.21 Livingstone Eyre Associates (Received 11/10/2021) shall have been demarcated, levelled, surfaced, drained and provided in their entirety. Thereafter they shall be retained in their entirety for their specific use.

Reason: To manage parking arrangements on site and to protect the amenity of nearby properties in accordance with policy LP15 of Fenland District Council Local Plan 2014.

16. BREEAM Pre-Construction

Within 6 months of the commencement of development hereby permitted as identified by Condition 1, the following information shall be submitted to and approved in writing by the County Planning Authority:

Evidence that the development is registered with the Building Research Establishment (BRE) under BREEAM (either a 'BREEAM Buildings scheme, or a 'bespoke BREEAM') and a Design Stage Assessment Report showing that the development will achieve a BREEAM rating of no less than 6 credits in the Energy category (Ene01 – Ene08), and no less 2 credits in the Water category (Wat01 – Wat04) of the relevant BREEAM assessment within an overall BREEAM rating of 'Very Good', noting that a completed pre-assessment estimator will not be acceptable; and

ii) Where the design stage certificate shows a shortfall in credits for BREEAM 'Very Good', a statement shall be submitted identifying how the shortfall will be addressed.

Reason: In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and to ensure the building is sustainable and makes efficient use of energy, waste and materials in accordance with policies LP14, and LP16 of Fenland District Council Local Plan 2014.

17. BREEAM Post-Construction Review

Within 12 months of the first occupation of the development hereby permitted as identified by Condition 2, a BREEAM Design Stage Certificate and a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of no less than 6 credits in the Energy category (Ene01 – Ene08), and no less than 2 credits in the Water category (Wat01 – Wat04) of the relevant BREEAM assessment within an overall BREEAM rating of 'Very Good' shall be submitted to, and approved in writing by, the County Planning Authority.

Reason: To ensure that the development is sustainable and makes efficient use of use of energy, water and materials in accordance with policies LP14, and LP16 of Fenland District Council Local Plan 2014.

## 18. Photovoltaic Panels

Within 3 months of the commencement of development as identified by Condition 1, details, showing elevational and layout plans indicating the precise location of the photovoltaic panels and specification details of the photovoltaic panels, shall be submitted to and approved in writing by the County Planning Authority. The approved details shall be implemented in full and the photovoltaic panels shall be operational prior to the first occupation of the development hereby permitted. Thereafter they shall be retained for that specific purpose and maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and efficient use of buildings in accordance with policies LP14, and LP16 of Fenland District Council Local Plan 2014.

## 19. Detailed Surface Water Drainage Scheme

No development other than the laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed Drainage Strategy report prepared by Peter Dann Consulting Engineers (ref: FEC-PDL-ZZ-XX-RP-S-003) dated January 2022 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- e) Temporary storage facilities if the development is to be phased;
- f) A timetable for implementation if the development is to be phased;
- g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- h) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- i) Full details of the maintenance/adoption of the surface water drainage system;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- k) A maintenance plan for the pumping station is provided.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

The surface water drainage approved shall be maintained in accordance with the approved details thereafter.

Reason: To ensure the surface water drainage infrastructure is delivered in accordance with the approved scheme and to prevent flooding in accordance with policies LP14, and LP16 of Fenland District Council Local Plan 2014.

20. Landscape and Ecological Management Plan (LEMP)

Prior to the completion of the approved landscape scheme as shown on the Outline Planting Plan EC-LEA-00-00-DR-L-1003 Revision No. P09 Date 18/01/2022 (Received 19/01/2022) an updated Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the County Planning Authority. The LEMP shall include a management and monitoring scheme for biodiversity net gain as detailed in the Biodiversity Net Gain Updated Feasibility Report Version 001 (January 2022) Greenwillows Associated Limited (Received 19/01/2022) and an implementation programme which should include details of the dates the monitoring reports shall be submitted for years 1, 3, 5 and every 5 years thereafter and any remedial actions shall be implemented in full.

The LEMP shall be implemented in full for a minimum of 30 years (or until the habitats have met target conditions).

Reason: In the interests of the visual appearance and to ensure there is a net gain in biodiversity in accordance with policies LP16 and LP18 of Fenland District Council Local Plan 2014.

21. Construction Environmental Management Plan (Biodiversity)

Prior to the commencement of ground works, a Construction Environment Management Plan for biodiversity shall be submitted to and approved by the County Planning Authority. The Construction Environmental Management Plan should follow the recommendations set out for construction works in the approved Ecological Impact Assessment Version 002 Greenwillows associates Date 19/01/2022 (received 19/01/2022).

Reason: To ensure the protection of biodiversity on site during the construction works in accordance with policy LP18 of Fenland District Council Local Plan 2014.

22. Landscape and Biodiversity

Prior to the first occupation of the development hereby permitted details of the hard and soft landscaping and biodiversity enhancements referred to on the Outline Planting Plan EC-LEA-00-00-DR-L-1003 Revision No. P09 Date 18/01/2022 (Received 19/01/2022) shall have been carried out in their entirety.

The landscaping and biodiversity measures shall thereafter be retained and maintained in accordance with Condition 20



Reason: To ensure a high quality landscaping scheme for the development, and ensure there is a net gain in biodiversity, in accordance with policies LP2, LP16 and LP19 of Fenland District Council Local Plan 2014.

23. Tree Removal

The tree removal for the development hereby permitted shall be implemented in accordance with the Early Tree Removal Works Method Statement, Revision number 001 Date 8th Dec 2021 Kier received 14/01/2021 and the tree works completed in their entirety.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019) and policies LP19 Fenland District Council Local Plan 2014.

24. Replacement Planting and Seeding

If within a period of five years from the date of the planting any tree, shrub, hedging or seeding fails or is removed other than in accordance with the approved details, that tree, shrub, hedging or seeding, or any planted in replacement for it, is removed, uprooted or destroyed or dies, it shall be replaced by like for like replanting at the same place, unless the County Planning Authority has given prior written consent for any variation.

Reason: To ensure there is a high quality landscape scheme and a net gain in biodiversity and in the interests of the visual appearance in accordance with policies LP2, LP16 and LP19 of Fenland District Council Local Plan 2014.

25. Protective Tree Fencing

Within 1 month of the development hereby permitted details with regards to the method and implementation of tree protection measures shall be submitted to and approved by the County Planning Authority. The erection of tree protective fencing for the protection of retained trees, shall be carried out in accordance with the requirements of the approved details and BS5837:2012 before any equipment, machinery or materials are brought onto the site for the purposes of development or other operations. The fencing shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. If fencing is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing shall be stored in any fenced area.

Reason: To ensure existing trees are safeguarded and adequately protected during the construction period in accordance with policies LP2, LP16 and LP19 of the Fenland Council District Plan 2014.

26. Bat Protection

Prior to the commencement of development, the erection of the protective fencing as shown on plan Vehicle Access Bat Protection drawing no. FEN-FSA-01-XX-DR-A-0011 Rev P02 dated 03/02/2022 Frank Shaw Associated Limited (received 04/02/2022) shall have been

carried out. The bat fencing shall be retained in accordance with the details until such time as the barn has been demolished. The fencing should be checked daily and if the fencing is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing should be stored in the fenced area.

Reason: To ensure the suitable bat mitigation measures in accordance with the Conservation of Habitats and Species Regulation 2017 (as amended) and Section 9 of the Wildlife and Countryside Act 1981 (as amended) in accordance with policy LP18 of Fenland Council District Plan 2014.

## 27. Bat Mitigation Strategy

Within 3 months of the date of the decision notice for the development hereby approved a bat mitigation strategy as detailed in the Ecological Impact Assessment Version 002 date 19/01/2022 greenwillows associates (received 19/01/2022) shall be submitted and approved in writing by the County Planning Authority. The bat mitigation strategy shall include the methodology for removing the bat roost, specifications and location details for the bat hibernation box, bat house, bat roost features, and include confirmation that the structures will be felted with Bitumen 1F felt and a timetable for implementation.

The detailed bat mitigation scheme shall be implemented in full under the supervision of a licenced bat ecologist and maintained in accordance with the approved details.

Reason: To ensure the suitable bat mitigation measures in accordance with the Conservation of Habitats and Species Regulation 2017 (as amended) and Section 9 of the Wildlife and Countryside Act 1981 (as amended) in accordance with policy LP18 of Fenland Council District Plan 2014.

## 28. Bat Mitigation Strategy – Implementation

Prior to the occupation of the development hereby approved, a report confirming that all measures as set out in condition 27 Bat Mitigation Strategy have been implemented shall be submitted to and approved by the County Planning Authority. The report should be produced by a licenced bat ecologist.

Reason: To ensure the suitable bat mitigation measures in accordance with the Conservation of Habitats and Species Regulation 2017 (as amended) and Section 9 of the Wildlife and Countryside Act 1981 (as amended) in accordance with policy LP18 of Fenland Council District Plan 2014.

## 29. Archaeology

Within 1 month of the date of the decision notice for the development hereby permitted, the applicant, or their agents or successors in title, shall implement a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- A) the statement of significance and research objectives.
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The timetable for the field investigation as part of the development programme;
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019) and policies LP19 Fenland District Council Local Plan 2014.

30. Footpath No. 1 (The Still) - Pre-Dilapidations Survey

Within 1 month of the date of the decision notice of the proposed development hereby permitted a pre dilapidations survey of the proposed vehicle construction route access from The Still shall be submitted and approved in writing by the County Planning Authority.

Reason: In the interests of highway and pedestrian safety and in accordance with policies LP15 and LP16 of the Fenland District Council 2014 Local Plan.

31. Footpath No. 1 (The Still) – Post Dilapidations Survey

Within 1 month of the date of the occupation of the development hereby permitted a post dilapidations survey of the construction vehicle route access from The Still shall be submitted to and approved in writing by the County Planning Authority. The post dilapidations survey should include a remedial list and method statement for remediation. Any remedial works shall be implemented in accordance with the approved details and completed within 28 days of the approval of the remedial list. All works shall be completed in full to the satisfaction of the County Planning Authority.

Reason: In the interests of highway and pedestrian safety and in accordance with policies LP15 and LP16 of the Fenland District Council 2014 Local Plan.

32. Footpath No. 1 (The Still) - Bollard

Within three months of the date of this decision notice of the development hereby approved details of the specification and location of the proposed bollard to be erected at the southernmost access point of Footpath No. 1 (The Still) shall be submitted to and approved in writing by the County Planning Authority. The bollard shall be installed prior to the occupation of the development and retained in accordance with the approved drawings.

Reason: In the interests of highway and pedestrian safety and in accordance with policies LP2, LP15 and LP16 of the Fenland District Council 2014 Local Plan.

### 33. Cycle Specification

Within three months of the date of this decision notice of the development hereby approved details of the cycle rack cover and specification shall be submitted to and approved in writing by the County Planning Authority. The approved cycle rack cover and specification shall be installed prior to the occupation of the development.

Reason: In the interests of promoting sustainable travel modes to the school, and highway and pedestrian safety and in accordance with policies LP2, LP15 and LP16 of the Fenland District Council 2014 Local Plan.

#### Informatives

##### 1. School Travel Plan

- In order to assist with the requirements of Condition 13 it is recommended that a school travel plan champion is appointed and the County Council's Modeshift STARS system is used to update the School's Travel Plan, based on the plan provided with this application. It is also recommended that the plan is updated on an annual basis in order to help schools quickly and effectively address any school travel issues that may arise on an ongoing basis. Modeshift STARS: <https://modeshiftstars.org>

##### 2. Fire Service

- The applicant's attention is drawn to the Fire Service's response dated 09/11/2021 and their related duties under separate Building Regulations approval.

##### 3. Anglian Water (See Anglian Water Response Dated 10 December 2021)

- Connection to the public sewer or surface water disposal advice - If the applicant intends to connect to the public sewer notification of intention to connect is required under S106 of the Water Industry Act and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.
- Protection of existing assets – a public sewer is shown on record plans within the land identified for the proposed development. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.
- Building near to a public sewer – no building will be permitted within the statutory easement width of 3 metres without agreement from Anglian Water.
- The developer should not that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), the developer should contact the Development Services Team on 0345 606 6087. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

##### 4. Archaeology

- Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.
- Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

## 5. Protection of Nesting Birds

- There shall be no removal of hedgerows, trees, or shrubs between 1st March and 31st August inclusive, unless a qualified ecologist has undertaken a detailed check of vegetation for active bird's nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the County Planning Authority for their records. All British birds, their nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife and Countryside Act 1981, as amended and policies LP18 and LP19 of Fenland District Plan 2014.

## 6. Right of Way (Asset Information Team)

- The applicant must submit an application to the Highways Authority for barrier authorisation under section 66 of the Highways Act 1980 for the bollard which is to be placed on Public Footpath No. 1
- Public Footpath No. 1, Wisbech must remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and contractors' vehicles must not be parked on it (it is an offence under s 137 of the Highways Act 1980 to obstruct a public Highway).
- Public Footpath No. 1, Wisbech must not be used to access the development site unless the applicant is sure they have lawful authority to do so (it is an offence under S34 of the Road Traffic Act 1988 to drive on a Public Footpath without lawful authority)
- No alteration to the footpath's surface is permitted without our consent (it is an offence to damage the surface of a public footpath under s 1 of the Criminal Damage Act 1971).
- Landowners are reminded that it is their responsibility to maintain boundaries, including trees, hedges and fences adjacent to Public Rights of way, and that any transfer of land should account for any such boundaries (s154 Highways Act 1980).
- The granting of planning permission does not entitle a developer to obstruct a Public Right of Way (Circular 1/09 para 7.1).
- Members of the public on foot have the dominant right of passage along the public footpath; private vehicular users must 'give way' to them
- The Highways Authority has a duty to maintain Public Rights of Way in such a state as to be suitable for its intended use. (S41 Highways Act 1980 and S66 Wildlife & Countryside Act 1981). If the surface of the footpath is damaged as a result of increased motorised vehicle usage, the Highways Authority is only liable to maintain it to a footpath standard. Those with private vehicular rights will therefore be liable for making good the surface of the Public Right of Way.

## 7. S278 Highway Works

- The granting of a planning permission does not constitute a permission or licence to a developer/contractor to carry out any works within, or disturbance of, or interference

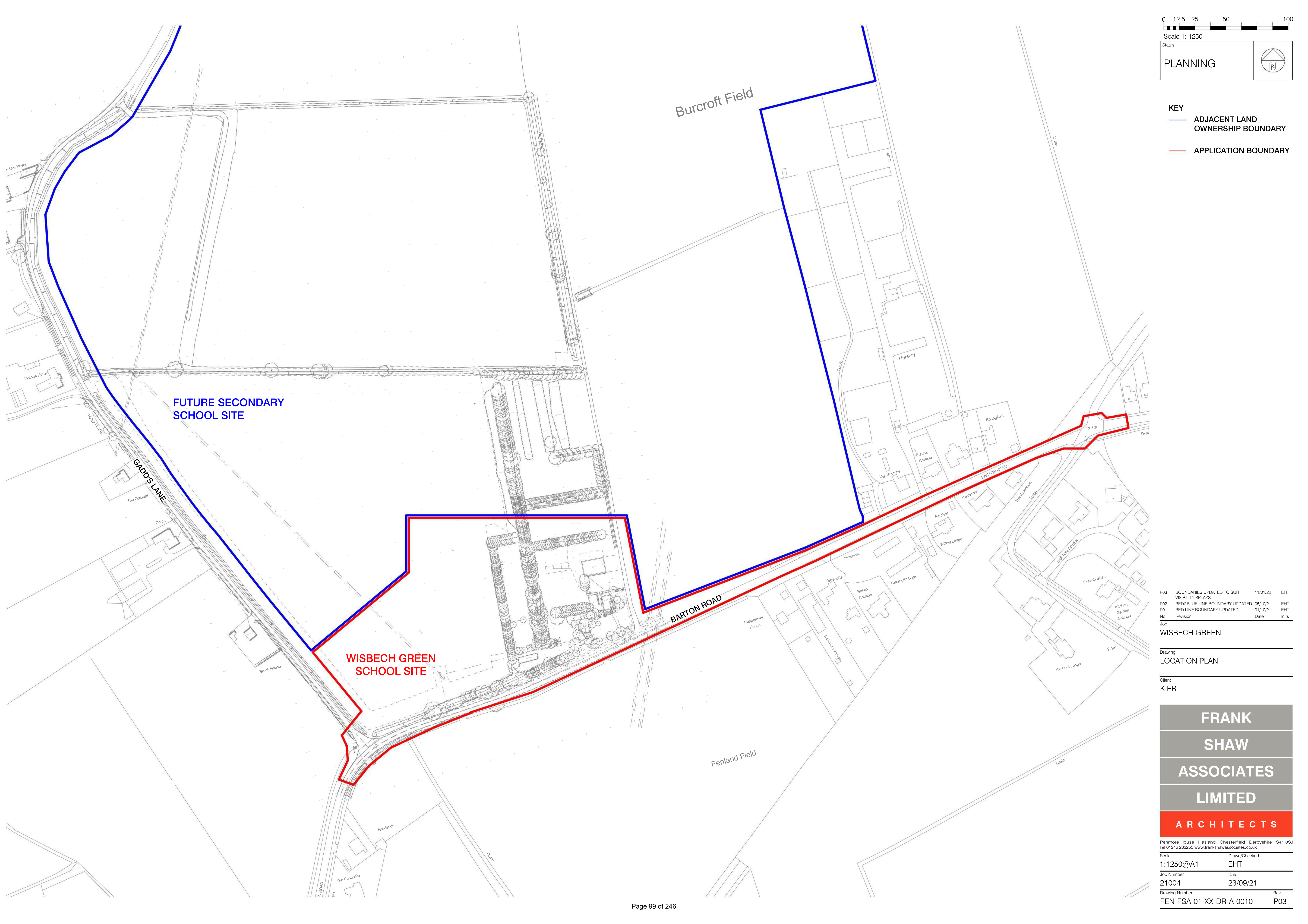
with, the public highway, and that a separate permission must be sought from the Highway Authority.

### **Compliance with paragraph 38 of the National Planning Policy Framework (July 2021)**

Officers have worked with concerns raised have been given full consideration and addressed through consultation with statutory consultees and the applicant in a positive and creative way to ensure that all land use planning where required that appropriate mitigation measure are in place. The final proposal has sought to ensure that the economic, social and environmental conditions of the area are maintained. The amendments made by the applicant have ensured the support of all statutory consultees in order to facilitate the delivery a new SEMH School in Wisbech.

<b>Source Documents</b>
Link to the National Planning Policy Framework (July 2021):  <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/91212/nppf-2021.pdf">National Planning Policy Framework - Guidance - GOV.UK (www.gov.uk)</a>  Fenland District Council Local Plan (2014)  <a href="#">Fenland Local Plan - Adopted Web</a>





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Status

PLANNING

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- KEY
- ADJACENT LAND OWNERSHIP BOUNDARY

APPLICATION BOUNDARY

P03

BOUNDARIES UPDATED TO SUIT VISIBILITY SPLAYS

11/01/22

EHT

P02

RED&BLUE LINE BOUNDARY UPDATED

05/10/21

EHT

P01

RED LINE BOUNDARY UPDATED

01/10/21

EHT

No.

Revision

Date

Initis

Job

WISBECH GREEN

Drawing

LOCATION PLAN

Client

KIER

FRANK SHAW ASSOCIATES LIMITED ARCHITECTS

Penmore House Hasland Chesterfield Derbyshire S41 0SJ  
Tel 01246 233255 www.frankshawassociates.co.uk

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23/09/21

Drawing Number

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P03

Page 99 of 246









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PLANNING

- KEY
- ADJACENT LAND OWNERSHIP BOUNDARY
  - APPLICATION BOUNDARY

PK8	CROSSINGS UPDATED	03/02/22	EHT
PK7	BOUNDARIES UPDATED TO SUIT VISIBILITY SPLAYS	11/01/22	EHT
PK6	LANDSCAPE UPDATED	15/12/21	EHT
PK5	RED LINE BOUNDARY UPDATED	15/11/21	EHT
PK4	RED LINE BOUNDARY UPDATED	02/10/21	RS
PK3	RED/BLUE LINE BOUNDARY UPDATED	05/10/21	EHT
PK2	RED LINE BOUNDARY UPDATED	01/10/21	EHT
PK1	UPDATED FOLLOWING FEEDBACK	07/07/21	EHT

No.

Revision

Date

YHS

JKS

WISBECH GREEN

Drawing

SITE MASTERPLAN

Client

KIER

FRANK SHAW ASSOCIATES LIMITED ARCHITECTS

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Scale

Drawn/Checked

1: 500@A0

EHT

Job Number

Date

21004

13/07/21

Drawing Number

Rev

FEN-FSA-SW-XX-DR-A-0100

P08







01 NORTH ELEVATION



02 SOUTH ELEVATION



03 EAST ELEVATION



04 WEST ELEVATION



0 1 2 4 8

Scale 1: 100

PLANNING

MATERIALS

STANDING SEAM WALL CLADDING (GREY/BLACK)

RED MULTI-FACING BRICK TBC

DARK BROWN FACING BRICK TBC

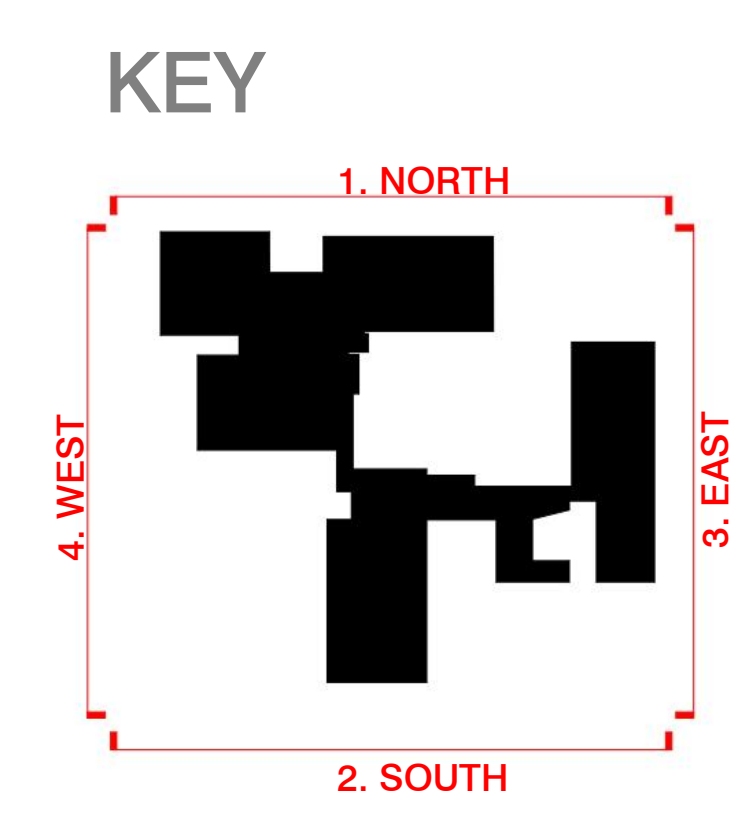
LIGHTER MULTI-FACING BRICK TBC

STANDING SEAM ROOF (SILVER/GREY)

PPC ALUMINIUM CURTAIN WALLING / WINDOWS FLASHING (DARK GREY / BLACK)

PPC ALUMINIUM INFILL PANELS & FEATURE FLASHING

PPC ALUMINIUM FLASHING (GREY)



PO8	KEY UPDATED	08/10/21	EHT
PO7	PLANNING ISSUE	16/09/21	EHT
PO6	EXTERNAL GLAZING UPDATED TO SUIT DAYLIGHTING	02/09/21	EHT
PO5	UPDATED COMMERCIAL KITCHEN ELEVATION	12/08/21	DJR
PO4	UPDATED TO SUIT CLIENT COMMENTS	10/08/21	EHT
PO3	PARTITIONS UPDATED	26/07/21	EHT
PO2	UPDATED FOLLOWING FEEDBACK	07/07/21	EHT
PO1	ELEVATION MATERIALS UPDATED	01/07/21	EHT
No.	Revision	Date	WIS

WISBECH GREEN

Drawing

GA\_ELEVATIONS (Sheet 1 of 2)

Client

KIER

FRANK

SHAW

ASSOCIATES

LIMITED

ARCHITECTS

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Scale: Drawing/Checked

1:100@A0 EHT/DJR

Job Number: 21004 Date: 30/04/21

Drawing Number: FEN-FSA-02-XX-DR-A-2000 Rev: P08



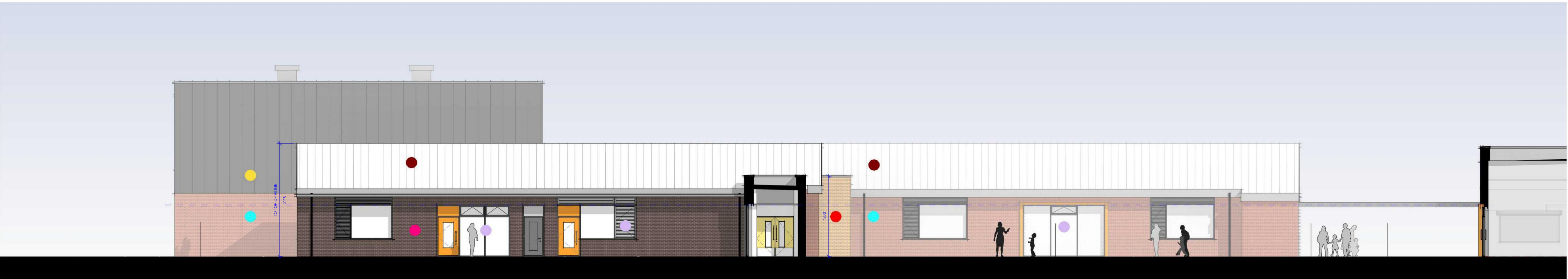




05 DINING (COURTYARD)



06 KS3 (COURTYARD)



07 KS4 (COURTYARD)



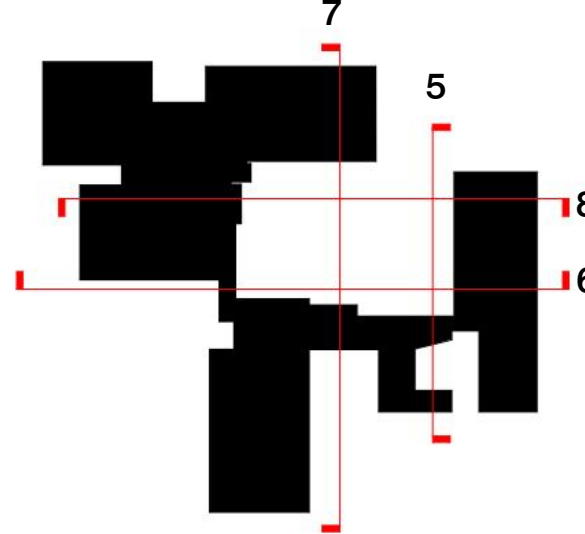
08 Vocational Block (COURTYARD)



MATERIALS

- STANDING SEAM WALL CLADDING (GREY/BLACK)
- RED MULTI FACING BRICK TBC
- DARK BROWN FACING BRICK TBC
- LIGHTER MULTI FACING BRICK TBC
- STANDING SEAM ROOF (SILVER/GREY)
- PPC ALUMINIUM CURTAIN WALLING / WINDOWS FLASHING (DARK GREY / BLACK)
- PPC ALUMINIUM INFILL PANELS & FEATURE FLASHING
- PPC ALUMINIUM FLASHING (GREY)

KEY



P07	KEY UPDATED	08/10/21	EHT
P06	PLANNING ISSUE	16/09/21	EHT
P05	EXTERNAL GLAZING UPDATED TO SUIT DAYLIGHTING	03/09/21	EHT
P04	UPDATED TO SUIT CLIENT COMMENTS	10/08/21	EHT
P03	UPDATED TO SUITE FIRE STRATEGY	05/08/21	EHT
P02	UPDATED FOLLOWING FEEDBACK	07/07/21	EHT
P01	ELEVATION MATERIALS UPDATED	01/07/21	EHT
No.	Revision	Date	WIS

WISBECH GREEN

GA ELEVATIONS (Sheet 2 of 2)

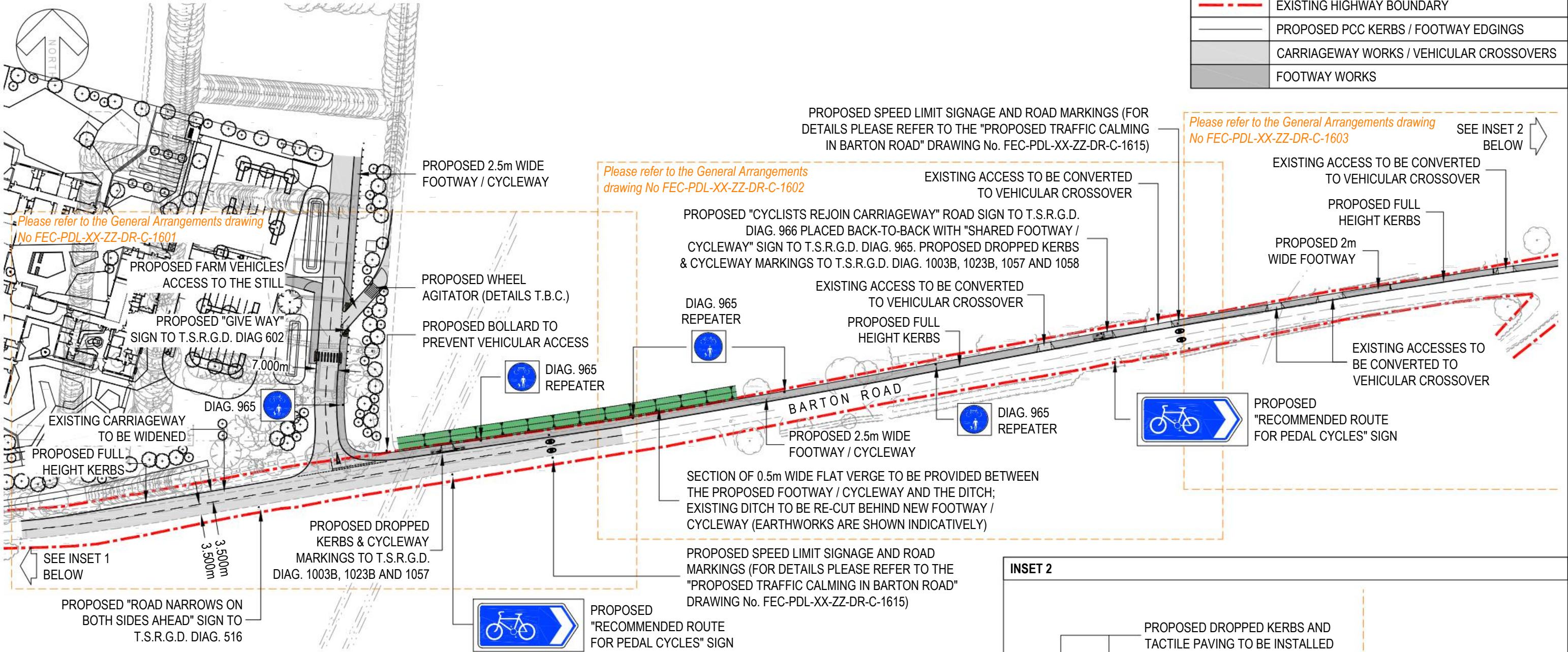
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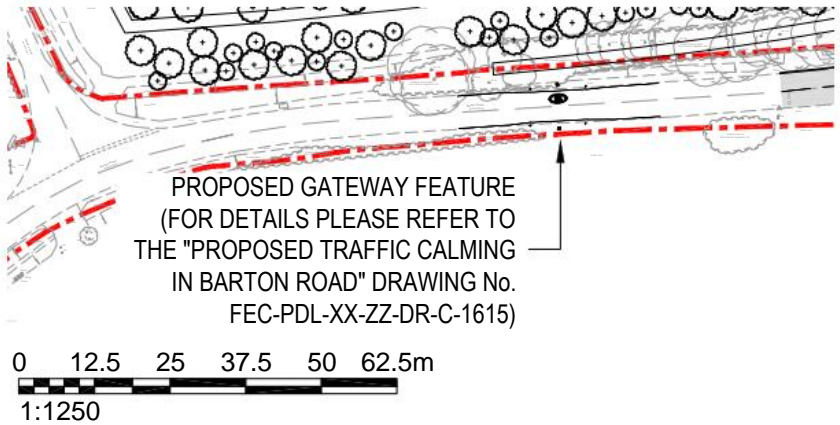
FRANK  
SHAW  
ASSOCIATES  
LIMITED  
ARCHITECTS





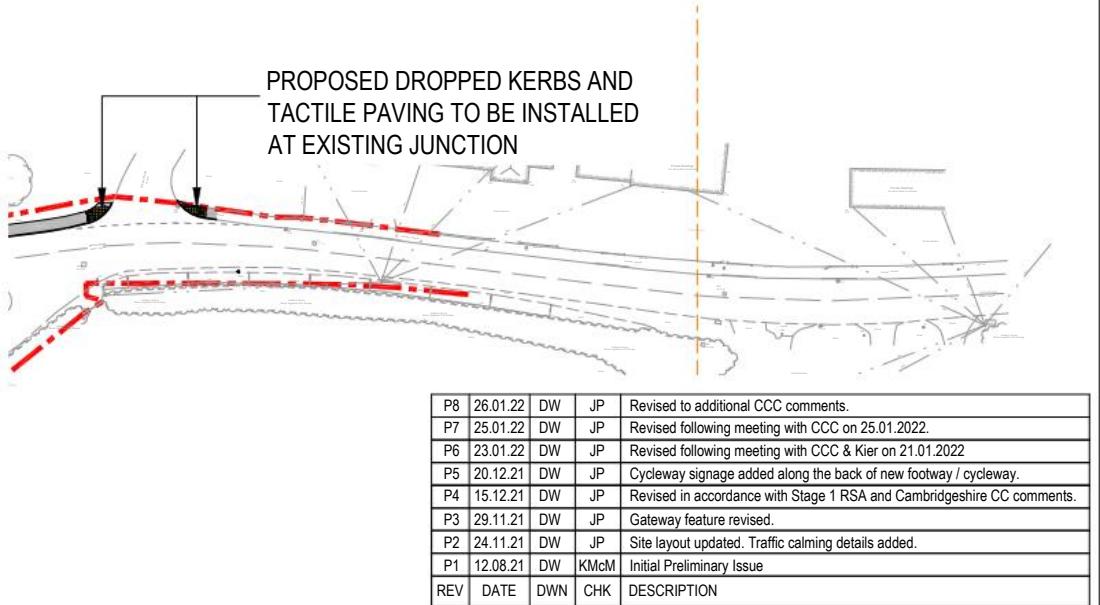


INSET 1



- NOTES:**
- STREET LIGHTING TO BE EXTENDED WEST ON THE NORTHERN SIDE OF BARTON RD UP TO THE NEW ACCESS. STREET LIGHTING WILL BE SUBJECT TO DETAILED DESIGN AND A STREET LIGHTING ASSESSMENT AS PART OF THE S278 PROCESS.
  - PROPOSED Ø450mm "SHARED FOOTWAY / CYCLEWAY" BACK-TO-BACK REPEATER SIGNS TO T.S.R.G.D. DIAG. 956 TO BE PLACED ON LIGHTING COLUMNS AND / OR ON NEW POSTS ALONG THE BACK OF THE NEW FOOTWAY / CYCLEWAY.

INSET 2



P8	26.01.22	DW	JP	Revised to additional CCC comments.
P7	25.01.22	DW	JP	Revised following meeting with CCC on 25.01.2022.
P6	23.01.22	DW	JP	Revised following meeting with CCC & Kier on 21.01.2022
P5	20.12.21	DW	JP	Cycleway signage added along the back of new footway / cycleway.
P4	15.12.21	DW	JP	Revised in accordance with Stage 1 RSA and Cambridgeshire CC comments.
P3	29.11.21	DW	JP	Gateway feature revised.
P2	24.11.21	DW	JP	Site layout updated. Traffic calming details added.
P1	12.08.21	DW	KMcM	Initial Preliminary Issue
REV	DATE	DWN	CHK	DESCRIPTION

AMENDMENTS

NOTES.

- This drawing is to be read in conjunction with all Peter Dann Consulting Engineers, Architects, MEP Engineers and Specialists drawings along with all relevant specifications.
- All gridlines, building lines, etc. are to be set out in accordance with the relevant Architects drawings. Any discrepancies between the information given by the Engineer and that provided by others must be referred to the Architect before work proceeds.
- Dimensions are NOT to be scaled from this drawing. If in doubt ask. Dimensions marked \* are subject to confirmation by site measurement before construction commences.
- All proprietary fixings shall be installed in accordance with the manufacturer's recommendations.
- The Contractor shall comply with the health and safety requirements as set out by the CDM Regulations, THE HEALTH AND SAFETY EXECUTIVE.
- All works are to be undertaken in accordance with the Building Regulations and latest relevant British Standards.
- All construction products are to be CE marked in accordance with the Construction Products Regulation (EU) No. 305/2011.



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Fenland Education Campus  
Proposed Footway Link in Barton Road  
Sheet 1 - Overview Plan

DRAWN DW	CHECKED KMcM	DRAWING STATUS PRELIMINARY	STATUS CODE S2
DATE Aug '21		JOB No.	REV
SCALE 1:1250 @A3		DRAWING No. FEC-PDL-XX-ZZ-DR-C-1600	P8





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

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

Applicant: Cambridgeshire County Council

Application Number: CCC/20/040/FUL

To: **Planning Committee**

Date: **24 February 2022**

From: **Assistant Director, Planning, Growth & Environment**

Electoral division(s): **Sawston & Shelford and 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).

Officer contact:

Name: Dallas Owen

Post: Development Management Officer (Strategic and Specialist)

Email: [Email address for Dallas Owen](#)

Tel: 01223 714722

## 1. Introduction

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

## 2. Publicity

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

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

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

### 3. Consultation responses

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

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

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

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

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

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

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

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

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

3.18 **Mitigation**

CCES, Section 3.3.2 Low Carbon Transport.

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

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

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

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

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

### 3.19 **Adaptation**

CCES Section 4.4.2, Resilient Highways and Infrastructure.

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

### 3.20 **Natural Capital**

CCES Section 5.4.2 Air Pollution.

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

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

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

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

## 4. **Planning policy and guidance**

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

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

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

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

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

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



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

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

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

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

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

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

## Green belt impact

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

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

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

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

- 5.17 Within section 5 of the Planning Statement (November 2021) document prepared by Strutt & Parker, the Agent confirms that the site historically has been in agricultural use for centuries and has not been used by the historical Fison's business in this location and as such there is no risk of pollution from this factory. Nonetheless, officers have supported the original proposed GCSP condition in relation to unexpected contamination (see Draft condition 13 'Contamination Remediation Strategy – unexpected contamination' and the proposed Informative relating to the 'General Contaminative Land Informative' within the 29 July 2021 committee report set out in Appendix 1).
- 5.18 As detailed within the drainage strategy submitted as part of the planning application, the main travel hub and car parking areas discharge through a combination of swales, ditches and permeable paving solutions. These are split into different outfalls to keep the levels low plus avoid increased flooding in the flood plane to the north of the site.
- The existing Ditch C which runs through the west car-park area will be re-graded to allow this area of car-parking to drain through a permeable SUDS paving system. This ditch will discharge directly into a proposed attenuation pond which due to the relatively impervious clay strata will require storage of 10,992m<sup>3</sup>.
  - The southern car-parking will drain through a permeable SUDS paving system into a swale in the public bus transfer area. The coach parking area plus roadways will be hard surfaced with trapped gullies. The coach parking, bus transfer area will discharge into the central swale prior to discharging into the attenuation pond with a storage of 2,911m<sup>3</sup>.
  - The northern car park surface water will drain through trapped gullies and the rain water on the Photo Voltaic parking bays will discharge down rain water pipes into a piped system. The western side will discharge into the bus transfer area attenuation pond and the northern area will discharge in the proposed grass swale towards the north of the site into the Coprolite pond.
  - There is a controlled flow chamber which will restrict the flow into the Coprolite pond X at a flow of 5l/s. This is based on green field runoff as

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

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

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

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

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

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

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

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

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

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

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



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

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

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

- 5.38 Cambridgeshire County Council declared a climate and environmental emergency in May 2019 which led to the development of the Cambridgeshire County Council Climate Change and Environment Strategy 2020 (the reviewed Strategy is going to Full Council on 8 February 2022). The Strategy recognises the significance of the challenge climate change poses and requires stronger and more integrated action. The focus of the Strategy is to reduce GHG emissions, and the vision is to deliver net zero emissions by 2050. One of the priority areas for mitigation is transport:
- Development of Local Transport Plans to prioritise public and mass transport solutions and active travel to reduce CO2 emissions alongside increases EV infrastructure. The Strategy also considers climate adaptation which includes water availability and resilient infrastructure as key priorities alongside a resilient economy and multi-function green and blue infrastructure.
- 5.39 Within the Cambridge South West Travel Hub Statement of Sustainable Design and Construction (2020) submitted with the application, it addresses the Cambridgeshire County Council Climate Change and Environment Strategy 2020 and demonstrates how the proposed scheme supports the Strategy as measures have been incorporated into the design to reduce the emissions associated with its construction. The proposed development will also directly support the priority for mitigation in transport by reducing the reliance of private car and providing increased access to public and active travel, and EV charging for over 100 bays; and also incorporates green infrastructure and SuDS which will help to increase the resilience to climate change.

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

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

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

Policy objective 5 – Transport:

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

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

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

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

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

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

#### Grasses

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

### 5.47 General Purpose Grassland Mix (approximately 2.7 hectares)

#### Grasses

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

#### Wildflowers

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

### 5.48 Damp Grassland Mix (approximately 2.4 hectares)

#### Grass

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

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

#### Wildflowers

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

#### 5.49 New Native Woodland (approximately 4.8 hectares)

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

#### 5.50 New Hedgerows (approximately 1.8km)

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

#### 5.51 Trees (approximately 365 new trees planted)

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

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

#### 5.52 SuDS planting (approximately 6800m<sup>2</sup>)

##### Shrubs

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

##### Reed

- *Phragmites australis* (common reed)

#### 5.53 Ornamental Shrub and Herbaceous Perennial planting

##### Shrubs

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

##### Grasses

- *Miscanthus* 'Morning Light'

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

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

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

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

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

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

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

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

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



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

## 6.0 Conclusion

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

## 7.0 Recommendation

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

### Additional Informative

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

The Construction Environmental Management Plan will also need to include:

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



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

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

Applicant: Cambridgeshire County Council

Application Number: CCC/20/040/FUL

To: Planning Committee

Date: 29 July 2021

From: Assistant Director, Planning, Growth & Environment

Electoral division(s): Sawston & Shelford and Trimpington

Purpose: To consider the above planning application

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

Officer contact:  
Name: Dallas Owen  
Post: Development Management Officer (Strategic and Specialist)  
Email: [Email address for Dallas Owen](#)  
Tel: 01223 714722

## 1. Introduction / Background

- 1.1 This scheme is one of the key strategic projects that has been identified by the Greater Cambridge Partnership (GCP) as part of the Government's City Deal funding. This scheme has been designed 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. As set out in the applicant's submitted Planning Statement, the objective of the proposed Travel Hub is to ease pressure on the existing Trumpington Park & Ride facility and reduce traffic flow through the M11 Junction 11. The Travel Hub is therefore proposed to be complementary to the existing Trumpington Park & Ride facility, and the applicant has confirmed that it is not designed as a replacement facility to the current site. Cambridgeshire County Council will be responsible for the delivery of this project, which means that this proposal will be considered under Regulation 3 of the Town and Country Planning General Regulations 1992, as an application for planning permission by an interested planning authority for the development of land for transport purposes, where the authority intends to develop the land themselves.
- 1.2 This proposal has been brought forward by the applicant as one of a number of projects to complement and progress additional transport infrastructure in the GCP area. This proposal has been developed alongside some of the wider schemes set out in the Cambridgeshire and Peterborough Combined Authority's (CPCA's) Local Transport Plan (LTP) published in February 2020 and the Greater Cambridgeshire Partnership Schemes through the City Deal funding. The CPCA's LTP identifies 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 in the LTP), whilst also providing opportunities for more walking and cycling. The proposals have been designed by the applicant in the knowledge of future transport developments being progressed such as East-West Rail, Cambridge Autonomous Metro (CAM), a new Cambridge South Railway Station to serve the Cambridge Biomedical Campus, proposed busways, and planned greenways in the local area; and has therefore been brought forward to assist with the modal shift aspirations in this area, whether such schemes come forward or not.
- 1.3 As the proposal is for development which does not accord with the provisions of the adopted development plan (South Cambridgeshire Local Plan (2018) and Cambridge City Council Local Plan (2018)), the Secretary of State has been notified on the basis that it is a departure from the development plan. This means that the Secretary of State has the opportunity to "call in" the proposal to assess the recommendation of the Planning Committee once made.

## 2. The Site and Surroundings

- 2.1 The largest part of the Scheme comprises the proposed Travel Hub. The main Travel Hub site, which contains the car parking area and associated building, solar panels and landscaping (hereafter referred to as the 'Travel Hub' site), is located on the west side of the M11 in the parish of Hauxton. However, the total red line area encompassing the whole Scheme area, as shown in Agenda Plan 1, 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) to allow road 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 (discussed in more detail in section 3 of this report below). The total red line area extends to approximately 46.65 hectares (approximately 115.3 acres) to take account of all the associated works and highway routes and upgrades proposed as part of this planning application, of which the Travel Hub site itself equates to approximately 29.5 hectares (approximately 73 acres).

2.2 The application red line area is situated mainly within South Cambridgeshire, with the dedicated public transport route falling into Cambridge City Council's administrative area. This results in the application red line area covering the parishes of Hauxton (to the west of the M11) and South Trumpington (to the east of the M11), or within land associated with the city of Cambridge which is non-parished. 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 proposed Travel Hub site comprises three agricultural fields (used for arable production), with no buildings or visible structures contained within them. 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.

2.3 In terms of planning constraints, 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 (295.3 feet) in height and for the Imperial War Museum at Duxford for buildings, structures or work over 45 metres (147.6 feet) 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. However, there are three scheduled monuments, two conservation areas and a further ten listed buildings / structures within approximately 1 kilometre (approximately 0.62 miles) of the proposed Travel Hub site, the nearest of which is the grade II listed Hauxton Watermill (List entry ref: 1127839) approximately 150 metres (approximately 164 yards) to the south (taken from the Travel Hub NMU access site boundary adjacent to the A10). The Scheduled Monuments within close proximity to the Travel Hub site are as follows (with the wider heritage constraints evident in Agenda Plan 2):

- Romano-British settlement site south west of Trumpington – approximately 460 metres (approximately 503 yards) north of the Travel Hub site;
- Settlement complex north of Hauxton – approximately 700 metres (approximately 766 yards) south east of the Travel Hub site; and
- Settlement complex north east of Haslingfield – approximately 830 metres (908 yards) north west of the Travel Hub site.

2.4 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.

- 2.5 The M11 motorway is located predominantly to the north of the Travel Hub site, 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 of the Travel Hub site 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 (approximately 3.23 miles) to the north east of the Travel Hub site. 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 (approximately 0.5 miles) to the north-east of the proposed Travel Hub site. This facility has recently been expanded, with work completed in March 2020 to provide a total of 1,614 parking spaces. The existing Trumpington Park and Ride site to the north east is proposed to be run alongside the proposed new Travel Hub site.
- 2.6 The closest dwellings to the Travel Hub site are approximately 150 metres (approximately 164 yards) 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, which includes a range of new dwellings accessed from St Edmunds Way. 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 (approximately 446 yards) away (approximately 712 metres (approximately 778 yards) from the centre of the Travel Hub site). Furthermore, 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 (approximately 108.4 Yards) away from the centre of the Travel Hub site).
- 2.7 The existing Trumpington Park and Ride site is within the ownership of Cambridgeshire County Council and has been identified in the blue line area for the purposes of this planning application, to demonstrate that it is land in control of the applicant. Further afield highway ownership of the guided busway route and county farms land adjacent to the Addenbrookes Access Road is also identified.

### 3. The Proposed Development

- 3.1 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 (5.47 yards) wide shared use path for non-motorised users (NMUs) with 0.5 metre (0.55 yards) grass verge for pedestrian, cyclists and equestrians.

- A new shared use 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 (45.7 feet) by 9.4 metres (30.83 feet) and 4 metres (13.12 feet) lowering to 3.13 metres (10.27 feet) in height.
- Lighting of the whole site for safety and security purposes, including low level lighting provided along the NMU route; and 8 metres (26.25 feet) 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 permission 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.

3.2 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. This hedgerow comprises newly established and newly planted hedgerow, described in the ecology chapter of the ES as species-poor hedgerows with some poorly established sections as a result of brown tail moth caterpillar damage. As part of the proposed landscape strategy for the site, 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). The new hedgerow is shown on the planting proposals drawings 413752-MMD-LAN-XX-DR-LV-0001-0011. The species mix is as follows:

Species	Specification	Percentage mix (%)
<i>Cornus sanguinea</i> (common dogwood)	1+1: Branched:3 brks:BR:80-100cm	10
<i>Corylus avellana</i> (hazel)	1+1: Branched:3 brks: BR: 80-100cm	15
<i>Crataegus monogyna</i> (common hawthorn)	1+2: Transplant:3 brks: 80-100cm	40
<i>Ilex aquifolium</i> (holly)	1+2 5 brks:C:60-80cm	5
<i>Prunus spinosa</i> (blackthorn)	1+1: Branched:3 brks: BR: 80-100cm	20
<i>Rosa canina</i> (dog rose)	1+1: Branched:3 brks: BR: 80-100cm	10

3.3 A tree survey has also been submitted with the application that identifies there are no category A trees on the site, which are trees of high quality.

3.4 In addition to items listed in paragraph 3.1, hard landscaping is proposed to include; height restriction barriers along the proposed shared use NMU; tactile paving at crossing points; 3 metre (9.84 feet) 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. (Agenda Plan 3).

## 4. Planning History

4.1 The proposed Travel Hub site is located on 3 farmed arable fields, that do not have any relevant planning history for consideration.

4.2 Wider developments at Trumpington Meadows, including the Trumpington Meadows Country Park, and improvements to the existing Trumpington Park and Ride site are relevant to the wider context of this development, including the need for any recommended planning conditions to work together, so these have been listed below for wider context purposes, which should be taken to include the associated condition and non-material amendment approvals:

- S/0654/00/CC & C/0315/00/CC – 1,500 Space Park and Ride Car Park, Erection of a One Storey Amenity Building, Creation of 2 New Vehicular Accesses and a Bus Only Access (Approved June 2001).
- S/1121/02/CC & C/0550/02/CC – Variation of Condition 21 of Planning permissions S/0654/00/CC & C/0315/00/CC to extend the use of the Park and Ride to include Sundays to operate between the hours of 0900 to 1900 (Approved September 2002).
- S/0054/08/O & 08/0048/OUT – Demolition of existing buildings and structure and Redevelopment for Approximately 600 dwellings. Land for a Primary School, Recreation / Leisure Uses including Change of Use from Agricultural to Public Open Space, Community and Other Local Facilities with Associated Parking, Infrastructure and Earthworks (Approved October 2009).
- S/1616/10 Formation of an Earth Bund adjacent to M11 (Discharge of Condition number 50 attached to S/0054/08/O), (Approved November 2010).
- S/2043/12/NM Amended details for formation of M11 Earth Bund (Condition 50 of S/1616/DC) of outline consent S/0054/08/O. (Approved January 2013).
- S/1323/15/DC Discharge of Condition 50 Earth Bund for S/0054/08/O for land to the North / East of the M11 Motorway West of Junction 11 (Approved July 2015).
- S/0107/16/RM Reserved matters for Phase 9 including 122 dwellings with associated internal roads, car parking, landscaping, amenity and public open space pursuant to outline planning approvals S/0054/08/O and 08/0048/OUT (Approved April 2016).
- S/0472/16/RM Reserved Matters application for final southern section of primary road and associated infrastructure pursuant to outline planning approval S/0054/08/O (Approved May 2016).
- S/2501/16/DC Discharge of Condition 50 (parts e and g – earth bund) of outline planning consent S/0054/08/O (Approved May 2016).
- S/2646/16/RM Reserved Matters for Phases 10 and 11 including 392 new dwellings (including 40% affordable housing) with associated internal roads, car and cycle parking, landscaping and open space pursuant to outline planning approval S/0054/08/O (Approved March 2017).
- C/5001/18/CC - Continued operation of existing Park and Ride Site on 24hr basis together with a proposed extension to accommodate 274 additional car parking spaces (including disabled parking bays); additional bus and coach stops and layout area; reconfiguration of existing car parking and the site entrance; provision of pedestrian and cycle links to Trumpington Meadows and replacement/new undercover cycle parking with associated infrastructure and landscaping (Approved November 2018).



## 5. Publicity and pre-application consultation

- 5.1 This proposal is an application for major development which does not accord with the provisions of the development plan. It has been publicised in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The application was advertised by means of a notice in the Cambridge News on 7 July 2020. The Regulation 25 information required under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 was advertised in the Cambridge News on 4 January 2021. Both advertisements advertised the proposals as EIA development which would affect a public right of way, be development that affects the setting of a listed building and were proposals that did not accord with the provisions of the development plan (which are therefore considered to be a departure).
- 5.2 Five site notices were erected around the red line area on 2 July 2020 that advertised the proposals as EIA development which would affect a public right of way, be development that affects the setting of a listed building and were proposals that did not accord with the provisions of the development plan (which are therefore considered to be a departure). Site notice 1 was located at the main Trumpington Park & Ride Entrance; site notice 2 was located opposite the Addenbrookes access road junction; site notice 3 was located at the northern part of the Travel Hub site by the layby ahead of the M11 junction 11 roundabout; site notice 4 was located on the main frontage of the proposed site; and site notice 5 was located opposite the new Hauxton housing development that is accessed from Edmunds Way. Occupiers of properties adjacent to the red line area were notified by letter on 26 June 2020. The Secretary of State was also notified of the proposed development as it is located in the Cambridge Green Belt and will therefore be a departure from the development plan.
- 5.3 Following the submission of additional environmental information requested under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, site notices were erected around the red line area on 22 December 2020 in the same locations as the original July 2020 site notices. Occupiers of the same properties adjacent to the red line area were also notified by letter of the Regulation 25 consultation on 21 December 2020.
- 5.4 The adopted Cambridgeshire County Council Statement of Community Involvement (January 2019) sets out that at pre-application stage applicants are encouraged to undertake pre-application discussions. Proposals are defined as either being 'Category A' developments requiring a high level of community involvement, or 'Category B' developments requiring a standard level of community involvement. Category A developments are defined as being applications with significant environmental effects or developments that are contrary to the development plan. The proposed application falls within a 'Category A' high level of community involvement as it is a proposal for a major infrastructure project within the Green Belt. The submitted Statement of Community Involvement produced by the applicant is dated April 2020.
- 5.5 Consultation by the applicant as part of the pre-application process included meetings with officers from Cambridgeshire County Council and Greater Cambridge Shared Planning Service; the scheme was presented to the Joint Development Control Committee in July and December 2019; with a review undertaken by the Design Quality Panel in July 2019. Three public exhibition events were also held by the applicant in Autumn 2019 to inform the final submission proposals.

## 6. Consultation responses

- 6.1 The following paragraphs set out a summary of the consultation responses received, starting with confirmation of the final position after both rounds of public consultation, before setting out (where appropriate) the history of responses including any holding objections or concerns raised. The full responses are published on the Council's website. For ease of reference this section has been grouped as far as possible to link the responses into subject areas and/or the body providing them.
- 6.2 Greater Cambridge Shared Planning (GCSP) covering both South Cambridgeshire and Cambridge City Administrative Areas – Planning Officer: **No objection** subject to planning conditions. The GCSP planning responses received took account of the specialist consultee comments sought on Landscaping; Ecology; Environmental Health; Heritage; Sustainability; Air Quality and Contaminated land, which are set out separately within this officer report. Initially, GCSP planners confirmed that whilst they supported the principle of development, they found that additional information was required in respect of ecology and landscaping (including impact on the Cambridge Green Belt); which led them to place a holding objection on the application whilst emphasising that they were committed to working with county planners and the applicant to resolve the outstanding matters highlighted in their response. Following receipt of the Regulation 25 additional EIA information, the GCSP planners confirmed the Shared Service had considered the application and could confirm that there are no objections to the proposed development subject to a number of technical conditions listed in their response. This led to the removal of their holding objection and confirmation that they had no objection subject to the imposition of recommended planning conditions.
- 6.3 Greater Cambridge Shared Planning – Landscape: **No objection; whilst acknowledging the findings as reported in Chapter 10 and the Addendum do not mean that the development is acceptable or indeed unacceptable when considered against the relevant policies in the South Cambridgeshire Local Plan, which will be a matter for the overall planning balance.** Originally, in the absence of any assessment of the effect of the scheme on the Cambridge Green Belt openness and coordinated information and clarity regarding the extent and impact of the proposed earthworks and vegetation clearance, the GCSP landscape consultant confirmed that they were unable to fully determine the level of landscape and visual impact on the scheme, nor fully understand the design quality of the proposals. As such, whilst they acknowledged that some of these issues could be addressed by condition in the event that permission was granted, the lack of adequate Green Belt assessment was seen to be fundamental to understanding the impact of the scheme and conflicts with policy NH/8 (Mitigating the Impact of Development in and adjoining the Green Belt). Consequently, they originally objected to the proposals on the basis of their conflict with NH/2 and failing to demonstrate meeting policy NH/8 (until further coordinated information and assessment had been submitted).
- 6.4 On receipt of the updated and additional information issued by the applicant's Agent, the GCSP landscape consultant provided comments that led them to withdraw their original objection, whilst leaving the harm against the relevant policies in the South Cambridgeshire Local Plan to the overall planning balance. The GCSP landscape consultant acknowledged that the proposed creation of 1 metre high bunds and raising of levels by 300mm across proposed soft landscape areas is acceptable as an overall principle. However, they raised a number of comments relating to the suitability of using the topsoil in areas of species-rich

grassland and requested further detail and specification is required by condition should permission be granted. They confirmed that they continue to raise a design issue with the layout of part of the shared user path and the adjoining access road that unfortunately results in a lack of meaningful landscape treatment and poor amenity for users of the path where they pass through the main part of the travel hub site.

- 6.5 The GCSP landscape consultant acknowledged that the proposed Travel Hub is recognised as an important development proposal that has followed a structured site-selection and appraisal process and incorporates many positive Green Infrastructure and landscape design approaches that could deliver enhancement of some areas. Nevertheless, they are of the opinion that it is a proposal that would potentially be harmful to the local landscape character and visual amenity, including impacting upon the purposes and visual openness of the Green Belt. The identified harms should therefore be accordingly weighted in the planning balance. In the GCSP landscape consultants opinion, the proposal would give rise to a range of adverse landscape and visual effects that whilst on the whole could be mitigated, would also result in some residual effects on visual amenity to users of the local cycle route facilities. The Environmental Statement (ES) acknowledges that there would be adverse landscape and visual effects and that some would be residual, but considers that for the most part, these would be minor and ranked as being not significant in Environmental Impact Assessment (EIA) terms by Year 15. The GCSP landscape consultant confirmed that they did not take a fundamentally different position to that of the applicant in this regard.
- 6.6 The GCSP landscape consultant noted that the ES and Chapter 10 Addendum confirms that there would be adverse landscape and visual effects, albeit these are ranked in the ES as being not significant in EIA terms. However, the Policy NH/2 does not refer to significant harm, rather it is a test of new development needing to respect and retain or enhance the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located. The range of adverse impacts concluded in the ES Chapter 10 Addendum (LVIA) would suggest that the proposed development does not fully meet Policy NH/2. The landscape proposals and commitment to long-term management secured via a Landscape and Ecological Management Plan, might be capable of offsetting some of the harm that would arise from the proposal, albeit the function, landscape character and appearance of this part of the local landscape would be markedly altered.
- 6.7 In conclusion, the GCSP landscape consultant accepted that whilst in Green Belt terms, the proposed development is considered to be 'not inappropriate' development by the applicant, the proposal is also considered to cause a degree of harm to the openness and purposes of the Green Belt such that the proposal conflicts with NPPF (2021) and Policy NH/8. As such, in the GCSP landscape consultant's view, the findings as reported in Chapter 10 and the Addendum do not mean that the development is acceptable or indeed unacceptable when considered against the relevant policies in the South Cambridgeshire Local Plan, and as such this must be a matter for consideration by South Cambridgeshire District Council (SCDC) and Cambridgeshire County Council (CCC) as part of the overall planning balance.
- 6.8 SCDC Environmental Health Officer (EHO) – **No objection subject to the imposition of the recommended planning conditions.** Whilst the EHO had no objections in principle to the proposals, he did acknowledge that the construction phase of the development will ultimately produce noise and dust which has the potential to adversely affect the nearest residential properties if not effectively mitigated. He also confirmed that he had studied the supporting information related to the intended artificial lighting and also noted that

Photovoltaic panels are proposed, with the latter mentioned by Trumpington Resident's Association as a potential source of glare which could impact on residents of Trumpington Meadows and Glebe Farm areas. The EHO therefore requested that appropriate conditions be imposed to ensure that noise and dust during the construction phase, and artificial lighting (including glare from the Photovoltaic panels) is suitably controlled; whilst noting that the EHO's comments on lighting only consider the effects of artificial lighting on humans such as residential receptors, and do not consider the impact on other environments such as businesses, other interested organisations such as Astronomy Organisations (sky glow), ecology (wildlife / animal behaviour), drivers on the public highway, landscape or secured by design requirements which are considered by other specialists in those areas.

- 6.9 The EHO also raised a number of issues that required clarification and suitable controls be put in place through the use of planning conditions. The following environmental health issues / health determinants need to be considered and effectively controlled in order to protect the quality of life / amenity and health of proposed and existing residential uses / premises and the wider community / environment and which are paramount in facilitating a sustainable high quality development:
- Noise / Vibration (including construction phase impacts of noise, vibration and dust; noise assessment; and off-site traffic noise impact on local roads through a Construction Environmental Management Plan);
  - Air Quality;
  - Artificial Lighting;
  - Contaminated Land;
  - Surface Water Drainage;
  - Renewable Energy Strategy / Report; and
  - General Informatives.
- 6.10 Greater Cambridge Shared Planning – Heritage: **No objection, subject to safeguarding of the two Grade II listed milestones.** The Historic Environment Officer confirmed that they were not commenting on archaeological aspects of the historic landscape as these have been dealt with by Historic England (HE) and County Archaeology responses to the consultation. They also noted that Historic England had also commented regarding the grade I Listed churches at Hauxton and Trumpington. Regarding potential impact of the proposals on the setting of Cambridge City, the Historic Environment Officer confirmed clearly the site's parking area location being beyond the M11 and south of Trumpington's historic core of settlement, is sufficiently distant from the Cambridge historic core that given the nature of development proposed on the application site, there is no visual impact on the historic core. In terms of the wider setting of the city, the proposed travel hub will result in a change to the landscape character from the loss of farmland. However, this area of farmland concerned is not known to make a particular contribution to the setting of the city in heritage terms (notwithstanding archaeology) and the development is likely to be perceived as part of the M11 infrastructure. The Historic Environment Officer noted that importantly, the proposals do not include surfacing or structures on the more immediate river corridor land to the west of the main site area.
- 6.11 The Historic Environment Officer confirmed that the designated heritage Listed buildings of Hauxton Mill are nearby to the south. Although there would obviously be a substantial increase in vehicle activity in the vicinity, the immediate environs of the mill are largely protected by woodland and the site proposals being across the A10 to its North do not harm

its setting in their opinion. Safeguarding of the two grade II Listed milestones are important that these are not harmed as part of approval of the scheme. Subject to these comments the Historic Environment Officer did not raise any objection to the scheme on heritage grounds.

- 6.12 Greater Cambridge Shared Planning - Sustainability: – **No objection as the proposed scheme is supported in sustainable construction terms.** From a sustainability perspective, the proposals are supported by the Principal Sustainability Consultant, and the consideration of climate change within the Environmental Statement is welcomed. The scheme itself is intended to facilitate the increased use of sustainable modes of transport, which is also welcomed. Provision has been made for electric vehicle charging, with 108 bays for EV chargepoints provided for initially, with the remainder of the spaces being provided with ducting allowing for 100% provision in the future. PV panels, provided on solar canopies on the north car park, are predicted to meet 31% of the sites forecasted energy requirements, saving 23 tonnes of carbon. This approach is supported.
- 6.13 The Principal Sustainability Consultant also noted that toilet provision will be made as part of the Travel Hub building being provided on site. As water use will be relatively low, she did not consider it necessary for water use to be conditioned for this proposal. However, she did recommend that water efficient sanitary ware be specified for the toilets in line with Part G of the Building Regulations. Furthermore, she noted that a Glint and Glare Assessment had been provided by the applicant which concludes that no overall impact is expected as long as proposed landscaping is maintained at an adequate height (same or higher than the height of the solar carport); albeit she acknowledged that reference to aviation activity at Cambridge Airport may need to be required in response to the representations from Cambridge Airport.
- 6.14 Greater Cambridge Shared Planning - Air Quality: **No objection.** The Scientific Officer – Air Quality acknowledged that the proposed development is a transport infrastructure aiming to reduce the impact of traffic on the area and therefore has an associated effect of reducing emissions and improving air quality by encouraging a modal shift from private car journeys to more sustainable modes of transport between the south west of Cambridge and the city centre. Whilst the Scientific Officer for Air Quality does not object to the proposed development, they emphasised the need to be placed to ensure careful consideration, support and delivery of the proposed Low Emission Strategy to reduce the emissions associated with the proposed site. Chapter 9 of the Transport Assessment outlines the low-emission strategy for CSWTH to show how the Travel Hub can further contribute to sustainable journeys to/from Cambridge. Therefore, the Scientific Officer – Air Quality recommended that if planning permission is granted planning conditions should be added to implement the Low Emission Strategy measures proposed and requirements for a Construction Phase Dust Impact Management Plan to be submitted and agreed.
- 6.15 Greater Cambridge Shared Planning - Contaminated Land: **No objection.** The Scientific Officer – Contaminated Land confirmed that the only immediately evident environmental constraints that would attract a contaminated land condition was the presence of occasional areas of infilled land, associated with a history of coprolite mining within this area, immediately to the north west of the proposed development. However, she acknowledged that the proposed development is not particularly sensitive to the presence of contamination and therefore she recommended an informative be attached to any grant of consent to cover the eventuality of any unforeseen contamination. The Scientific Officer – Contaminated Land also acknowledged that the proposals would entail significant movement of material to facilitate the required earthworks. However, she noted the

recommendation for a condition requiring a Construction Environmental Management Plan (CEMP) by the EHO, where Part H of the proposed condition addresses the setting out of 'Measures for soil handling and management including soil that is potentially contaminated'. As such, no objection was raised.

- 6.16 Greater Cambridge Shared Planning – Ecology: **No objection subject to conditions.** The Ecologist acknowledged that the applicant had provided a response regarding biodiversity net gain which was welcomed. The response had given details of how the applicant intends to reach the desired condition within the time frame they have set out. The procedures they have set out do have the potential to provide the desired condition; however he would recommend that a monitoring programme for habitat creation and management is conditioned and reports submitted to relevant bodies at 2, 5, 10, 15, 20, and 25 years post creation. Remedial actions should be required if conditions have not been reached within predicted timeframes.
- 6.17 The Ecologist is satisfied that issues regarding biodiversity net gain have been dealt with. Regarding increased visitor pressure, no further information has been received. He would therefore suggest that a monitoring programme of visitor numbers is conditioned and should visitor numbers significantly increase from baseline, a review of mitigation is triggered and remedial actions taken.
- 6.18 CCC Ecology – **No objection subject to planning conditions.** Originally objected to the proposed scheme until further details of the ecological assessment had been provided, in order to fully determine the level of impact of the proposals on biodiversity. This original objection was based on an incomplete ecological assessment; otter surveys; impact on Trumpington Meadows County Park; Highways scheme – mammal/otter passage; landscape scheme; drainage strategy; landscape and ecology management plan.
- 6.19 Upon receipt of additional ecological information to address the above concerns and the clarification letter provided by the applicant's Agent dated 24<sup>th</sup> February 2021 to clarify some of the points and objections raised to the submitted information, the Ecologist withdrew her holding objection subject to the imposition of planning conditions. In withdrawing her objection, she confirmed that she was satisfied that a measurable net gain in biodiversity value is possible as part of this scheme from her calculations, which would meet the necessary policy requirements. Nonetheless, she requested this biodiversity net gain was controlled through a suitable planning condition, that also secured the long-term management of the area. This was considered necessary, alongside the other landscape, biodiversity and ecology related conditions that were proposed in her original response.
- 6.20 Environment Agency – **No objection.** Confirmed they reviewed the submitted Flood Risk Assessment (FRA) prepared by Mott Macdonald, dated May 2020 with regard to fluvial flood risk and have no objection to the development on flood risk grounds. However, they noted that the proposed new outfall to the River Cam will fall under the terms of the Environmental Permitting Regulations (2016) and so a permit may be required from the Environment Agency for these works – to which they signposted the applicant to further information on their website to assist with this process.
- 6.21 Lead Local Flood Authority (LLFA) – **No objection subject to conditions.** They initially objected to the application for 7 reasons – namely concerns around the reduction of the coprolite pond and its impacts to the existing water system from the reduction; insufficient information to understand the maintenance access to drainage features, particularly taking account of the busway and a steep sloped mound; lack of detail for the pump overflow from

the coprolite ponds which could lead to wider impacts from the northern car parking area and public transport route, which required that the wider impacts must be demonstrated; the request for accurate data sets in FEH rainfall to ensure the hydraulic modelling is an accurate representation of the proposed network rather than the use of Flood Studies Report (FSR) rainfall data, which is now outdated; incorrect greenfield run-off rate calculations based on the whole site, including the public transport route and A10 widening scheme, rather than just the impermeable areas; insufficient demonstration that 5.0l/s is the minimum rate to avoid blockages; and further details required in relation to the M11 slip road drainage discharge point to demonstrate the impacts this may have on the receiving water body and controls in place to demonstrate where this outfalls and calculations to demonstrate there will be no downstream increased risk of flooding owing to the additional impermeable areas. They also requested 3 informatives on Water Quality, Ordinary Watercourse Consent, and Pollution Control. On the receipt of additional information to address these concerns the LLFA confirmed they were able to remove their objection to the proposed development subject to a condition securing a surface water drainage scheme, and two informatives on Ordinary Watercourse Consent and Pollution Control.

- 6.22 Natural England – **No objection.** Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites and as such does not object to the proposal. However, Natural England did note from the Planning Statement that the proposed development will result in the loss of circa 33 hectares of Best and Most Versatile (BMV) agricultural land. They acknowledged that in response to the EIA scoping consultation they considered that impacts to BMV should have been included in the Environmental Statement to show how it had been considered in light of the Government's policy for the protection of BMV agricultural land as set out in paragraph 170 [now 174] of the NPPF [subsequently noting that Cambridgeshire County Council planning officers did not scope it into the final EIA development, so this omission was not incorrect]. They noted that in terms of EIA, BMV land (Grades 1, 2 and 3a in the Agricultural Land Classification (ALC) system) is a receptor of very high or high sensitivity (depending on the ALC grades present) and loss of 20 hectares (or more) of BMV agricultural land that would typically give rise to a major (or very large / large) adverse impact (according to DMRB LA104/109 or EIA Handbook 3<sup>rd</sup> Edition significance methodologies) depending on the amount of the different ALC grades affected and any mitigating circumstances. As such whilst they initially advised that a detailed ALC field survey and an associated soil resource survey should be carried out, and the applicant should show how the BMV agricultural land circumstances and impacts on soil on the site are being considered and any adverse impacts minimised, in line with the NPPF and planning practice guidance, DEFRA Construction Code advice and local plan policies; in understanding that it was not scoped into the EIA by CCC planning officers they confirmed that it would be for the Local Planning Authority to ensure it had the necessary information for decision making.
- 6.23 In providing their responses, Natural England also confirmed that they are generally supportive of the biodiversity mitigation and enhancement proposals detailed in the Landscape and Ecological Management Plan and advised that delivery of the proposed measures should be secured through appropriate planning conditions. Further general advice on the consideration of protected species and other natural environment issues was provided in a separate annex provided (Annex A). The Annex A information provided confirmation that Local Planning Authorities are responsible for ensuring that they have sufficient detailed agricultural land classification information to apply NPPF policies (paragraphs 170 and 171 [now 174 and 175]) and signposted where this information could be sourced and guidance on soil protection. Annex A also confirmed that Natural England

encourages any proposal to incorporate measures to help improve people's access to the natural environment, which includes measures such as reinstating existing footpaths and bridleways and links to other green networks. Furthermore, their guidance encourages opportunities to secure net gains for biodiversity and wider environmental gains, as outlined in the NPPF (paragraphs 8, 72, 102, 118, 170, 171, 174 and 175 [now paragraphs 8, 73, 104, 120, 174, 175, 179 and 180]) and advises a mitigation hierarchy as set out in NPPF paragraph 175 [now 180]. Natural England confirmed they would be happy to comment further should the need arise but reiterated that they had no objection to the proposal.

- 6.24 CCC Historic Environment Team (Archaeology): **No objection subject to a planning condition.** The Historic Environment Team (HET) acknowledged that a field archaeological evaluation took place in August 2019, finding occupation evidence of Iron Age date (circa 6<sup>th</sup> – 4<sup>th</sup> century BC) and a small Anglo-Saxon cemetery of 6<sup>th</sup> – 7<sup>th</sup> century AD. Subsequent discussions with archaeological consultants from Mott MacDonald have helped to refine a mitigation scheme, details for which will be required in advance of any development in this area. The HET do not object to this development but recommend that the mitigation strategy is secured by the use of an appropriate planning condition shown on any planning consent that may be granted.
- 6.25 Historic England – **No objection to the application on heritage grounds.** Historic England acknowledged that the site is situated midway between three scheduled monuments (Noted in the Environmental Statement as MM001, MM002 and MM003) and close to a number of other important heritage assets including the Grade I listed church of St Edmund at Hauxton (MM004) and the Grade I listed Church of St Mary and St Michael at Trumpington. They noted the Environmental Statement (ES) and the underpinning Desk Based Assessment (DBA) have assessed these assets and agreed that the weighting given was appropriate. The churches have high heritage values and the scheduled monument form an important group of designated buried archaeological remains. They also noted the impact upon the Church in Trumpington was included in the assessment following their previous advice and that further discussion was undertaken with regards to the safeguarding of the two grade II milestones. Overall, they noted the results of the impact assessment in relation to the designated heritage assets and did not wish to make any further comments in that regards. As such, they confirmed that Historic England does not object in principle to the scheme.
- 6.26 In addition to noting that they could not find any record of the consultation referenced in the ES. They confirmed that their one concern was that three designated assets (Scheduled Monuments) are evenly spaced around the area with the development roughly in the centre. In recent years the amount of development in the wider area has provided an unprecedented level of information about the historic landscape. They were very much of the view that there was clearly an important multi-period landscape in this area of which some discreet areas are designated, whilst much remains undesignated. As a landscape it needs to be considered more holistically and although mitigation by excavation and preservation by record is an appropriate response to the non-designated archaeological assets within the red line boundary they considered the ES lacks a broader level of understanding of the historic landscape. In dealing with assets only as individual sites does not establish the value of synthesis. They therefore confirmed that they would value further comment from the applicant as to how they plan to bring this matter to the fore, and how they will seek to balance the impact upon the heritage assets from the proposal. In particular, how they would seek to develop an understanding of the findings of the archaeological discoveries made as part of the work, linked to this wider archaeological landscape amongst the future users of the development.



- 6.27 On receipt of the Regulation 25 information, Historic England confirmed that they did not have any additional comments, and suggested that the officers continued to seek the views of specialist conservation and archaeological advisors, in particular with regards to the requirement for archaeological works and mitigation.
- 6.28 CCC Transport Assessment (TA) Team: **No objection subject to conditions.** Originally the TA Team objected to the application on the basis that there was insufficient information to properly determine the highway impact of the proposed development. However, upon receipt of additional information from the applicant's Agent, the TA Team confirmed that the proposed development was not anticipated to cause severe detriment to the capacity of the surrounding highway network and their holding objection was withdrawn subject to the inclusion of planning conditions in relation to the following:
- a detailed scheme for the implementation of the NMU route to be constructed between the A10 and the A1309 Hauxton Road, and the new NMU bridge to be constructed over the M11.
  - Ownership / Right of Way details of the new NMU route between the A10 and the A1309 Hauxton Road, in particular, the proposed section east of the new NMU bridge to the A1309 Hauxton Road.
  - the internal layout of the new Travel Hub site.
  - a scheme for the monitoring of cycle parking provision within the Travel Hub.
  - details of the bus and coach service provision, routes, and frequencies to serve the site.
  - a detailed scheme for the proposed signalled vehicular access junction off the A10 to the new Travel Hub site.
  - a detailed scheme for the proposed Public Transport Route between the new Travel Hub site and the A1309 Hauxton Road/Addenbrooke's Road signal junction, and improvement works to the existing accommodation bridge over the M11.
  - a detailed scheme for the off-site highway improvement works on the A10.
  - a detailed scheme for the off-site highway improvement works at the M11 Junction 11.
  - a detailed scheme for the off-site highway improvement works on the A1309 Hauxton Road.
  - a detailed scheme for the off-site highway improvement works at the A1309 Hauxton Road/Addenbrooke's Road signal junction.
- 6.29 CCC Highways Development Management: **No objection subject to conditions.** The Highways Development Management comments and conditions are set out in the TA Team response above.
- 6.30 Highways England: **No objection subject to planning conditions.** Highways England originally recommended that planning permission not be granted for a specified period (in line with Annex A – further assessment required). However, upon further information and discussions with the applicant they confirmed that they do not have any remaining objections subject to recommended planning conditions (in line with Annex A – Highways England recommended Planning Conditions). Highways England confirmed that they have worked closely with the applicant on the highway impacts of the proposed development and is content that the work undertaken is sufficient to understand the impact of the development on the Strategic Road Network. The proposals have been subject to extensive modelling which has enabled development of highway works to the M11 Junction which met

the required safety and design standards, sufficient to safeguard the performance of the highway in accordance with the requirements of the Highways Act 1980. Consequently Highways England confirmed they were able to remove their holding objection and recommended that conditions are appended to any consent before coming into beneficial use that will need to be completed to the satisfaction of the Local Planning Authority in consultation with the highway authorities. They confirmed that the design of the improvements shall be to the standards set out in the Design Manual for Roads and Bridges.

- 6.31 The recommended conditions put forward by Highways England included details for the (a) A1309 Hauxton Road Westbound approach to Junction 11 - Signalisation of the A1309 approach and corresponding carriageway; (b) M11 Northbound Offslip approach to Junction 11 - Widening of the approach to the nearside with three lanes at the stop line, with the third lane extending to approximately 80 metres in length. Revision to earthworks to accommodate widened carriageway; and (c) M11 Mainline north of Junction 11 - Provision of a new non-motorised user bridge over the M11 just north of the existing accommodation bridge. Revisions to existing accommodation bridge to provision for bus use and signalised shuttle working. An informative related to a Section 278 agreement was also requested.
- 6.32 Crime Prevention Design Team: **No objection.** The Designing Out Crime Officer confirmed that they had viewed the documents in relation to crime, disorder and the fear of crime in particular the drawing relating to CCTV that was submitted to address their original comments. They noted their previous comments and the addition of a plan covering CCTV which they confirmed would appear to be appropriate for this development. As mentioned previously they also acknowledged that it would appear that their early security recommendations had been implemented, so they did not object to the proposal.
- 6.33 Cambridge Airport Safeguarding: **No objection.** Cambridge Airport Safeguarding confirmed they have no objection to this proposal from an aerodrome safeguarding perspective as it does not conflict with their safeguarding criteria. They originally recommended three planning conditions – namely submission of a Bird Hazard Management Plan; Removal of permitted development (PD) rights for cranes and construction equipment; and PV Cells Glint and Glare. However, upon confirmation of further details supplied by the applicant's Agent, Cambridge Airport Safeguarding confirmed that these are no longer required.
- 6.34 Ministry of Defence (MOD) – **No objection.** The MOD confirmed that they do not have any safeguarding objections to this proposal.
- 6.35 Imperial War Museum, Duxford: **No objection.** The Imperial War Museum at Duxford confirmed they have no objection to this proposal from their aerodrome safeguarding perspective as it does not conflict with their safeguarding criteria. They were made aware of the responses provided by Cambridge Airport and the Ministry of Defence and confirmed that they agreed with their conclusions of no objection. However, they requested that the developer maintains contact with the airfield during the construction period in the case of any crane or drone usage, or road closures in case this effects their operations.
- 6.36 University of Cambridge (Estates Division) – **No objection subject to consultation on any material changes to the scheme and on the emerging technical designs.** The University of Cambridge's Estate Division Planning Manager confirmed that in principle the University is entirely supportive of the high-level project aspirations to improve sustainable transport solutions for Cambridge and the surrounding area. Having reviewed the proposals with specific regard to the potential impact upon the Lord's Bridge facility they welcomed the

fact that the issues they raised with the project team prior to the application had been taken into account. Of the information presented within the application, they confirmed they were comfortable that the designs have been prepared such that, provided they are implemented in the form shown, they will not pose a threat to the Lord's Bridge facility. However, they have requested that any changes to the scheme, such as lighting design or heights / materiality of the proposed structures etc. should trigger additional consultation with them to ensure their advice holds weight. Furthermore, further consultation should take place with regard to the emerging technical designs before they become embedded within the scheme, such as the convertors to be incorporated within the solar array and communication with buses etc. so that any required mitigation to control radio interference / suppression measures etc. can be incorporated within the design as it develops.

## 7. Representations

7.1 The following representations have been received in summary:

- 7.2 Hauxton Parish Council – **Object** on the basis of an increase in traffic and pollution. The parish council believes that this travel hub will create additional congestion on the A10, particularly during rush hours, which is already a problem through Hauxton and Harston. The Parish Council stated that they would like to see a longer slip road to ameliorate this during the morning peak period, and an exit which avoids M11 traffic having to go back onto the A10.
- 7.3 Harston Parish Council – **Concerns raised** regarding the traffic lights at this junction will disrupt the flow of traffic on the A10 and cause tailbacks towards Hauxton and Harston. They strongly recommended that a tunnel under the A10 is considered.
- 7.4 Trumpington Residents Association (TRA) – **Object** to the use of the existing agricultural bridge as the public transport route. The Association strongly supports the principle of establishing a new travel hub on land to the west of Junction 11 of the M11. In general, they confirmed that they are opposed to development in the Green Belt that remains between the Cambridge City edge and the neighbouring villages. However, they acknowledge that although a travel hub has adverse effects on the Green Belt it also has great benefits in much needed reduction of traffic on our roads, and is “not inappropriate development within the Green Belt” for the reasons given in the application, and offers significant mitigation in enhanced biodiversity and sustainable travel as identified in paragraph 7.11 of the Planning Statement. However, there is one aspect of the application to which they object strongly to and for which they believe there is a more effective alternative. This is the proposed use of the existing accommodation (former agricultural) bridge as the public transport route to provide access to and from the site across the M11. The Association's objection to this has been their consistent position throughout the development of the scheme but they consider their many representations have been set aside for reasons not shared with them. They provided 6 grounds of objection to the use of the agricultural bridge that broadly fall into environmental impacts; impact on the Country Park and the attractiveness of the area where the existing cycle route already runs; the adequacy of the proposed bridge for use by the Cambridge Autonomous Metro scheme which includes a one-way section that would slow transport down; and the lack of an alternative bridge for the buses to use without the restrictions imposed by the existing agricultural bridge. TRA consider the issues identified in their response are sufficient to refuse planning permission for this application, and to refer it back to the applicant for further consideration. They have stated that this consideration should include a full assessment of the proposed bus route which includes use of the

accommodation bridge against a segregated bus route using a dedicated bus bridge north of Junction 11 of the M11 and south of the agricultural bridge.

Other comments were also submitted by TRA that:

- raised concerns about the lit bollards proposed along the length of the shared use path from its entrance off the A10 across the new shared use bridge to the point where the path meets Hauxton Road at its junction with Addenbrookes Road, seeking a condition to assess other means of illumination such as studs set in to the path's surfaces.
- supported the installation of photovoltaic panels and commended that they are intended to "meet 31% of the forecasted energy requirements" of the Travel Hub and achieve "a 38% reduction in emissions" as set out in paragraph 6.68 of the Planning Statement. However, noting the intention that all of these panels are to be installed in the North Car Park by reason of lower ground levels and proximity to the M11, they raised concerns that the intention to angle them to obtain the maximum amount of energy, may be intrusive through glare to the Trumpington Meadows and Glebe Farm residential developments to which they are closest; suggesting that a planning condition should be imposed to satisfy that the positioning of the photovoltaic panels would have minimal adverse effect on said developments.
- noted that the proposed shared-use path is part of the wider Melbourn Greenway, and in line with consultation undertaken by Greater Cambridge Partnership (GCP) in 2019 GCP should develop a "rules of the road" or a code of conduct to manage the conflict between different users, particularly pedestrians and cyclists.
- stating that if planning permission is granted for the application in its current form, a feature of the existing planting on the slopes of the accommodation bridge across the M11 should not be overlooked. Dating it is assumed from the M11's construction in the 1970s, the slopes contain a host of plants not normally seen locally, including gorse and sea buckthorn. As these plants may be affected by earthworks, TRA ask that a way of preserving this valued feature is considered.

7.5 In response to the Regulation 25 consultation, TRA confirmed that they had additional objections to add to their original letter of 8th July 2020, whilst noting that their original objections on the use of the agricultural bridge had not been addressed and therefore remained unmet. They submitted that notwithstanding the additional information that has now been provided by the applicant, there remained gaps in the transport assessment information sufficiently important to warrant a further request to the applicant to fill the gaps outlined as follows:

- the serious issue of potential delay raised in the last sentence of the statutory consultee's comments [CCC\_20\_040\_FUL\_FROM\_TRANSPORT\_ASSESSMENT\_35807, page 7] had not been properly addressed by the applicant in the view of TRA. They identified that this is already a complex junction at a strategically important point in Trumpington's road network – officially designated as a junction "hotspot" - and a vital artery to the Cambridge Biomedical Campus including Addenbrooke's and Royal Papworth Hospitals, and to Cambridge City Centre – as well as to Trumpington Park & Ride. They considered it will become significantly more complex with the proposed two-way public transport access to Trumpington Park & Ride and with the scheduled opening in 2023 of the Trumpington Meadows southern access road, which serves only as access to a construction haul road at present. TRA queried whether current

delays be exacerbated or not by the proposed new public transport access, and what measures are to be taken to improve traffic flow so that delays do not increase? These questions have not been addressed to their satisfaction. Until there are adequate answers, despite their support for the provision of the new travel hub, they do not believe that the application should proceed.

- Identified the existing significant tree belt between the single lane access to the Park & Ride and Hauxton Road, which widens towards the Park & Ride main entrance off Hauxton Road. A single bus only lane continues after the car park entrance and joins the roundabout within the Park & Ride for buses to gain access to the bus stops for passenger drop off and pick up purposes. TRA note that the application proposes to widen this road along all of its length which will make significant inroads into the tree belt and may also adversely affect the tree / shrub line between the access road and the car park, possibly also reducing the gap between the access road and the as yet incomplete Trumpington Meadows development. [Shown in CCC\_20\_040\_FUL\_CCC\_HIGHWAYS\_RESPONSE\_TO\_TRANSPORT\_ASSESSMENT\_36937, Appendix B] And this in an area where the planting has already been reduced to allow construction of additional bus bays by removal of the wooded bund which used to exist between the access road and the bus bay area. TRA consider this could have a significant adverse effect on both landscape and biodiversity – and possibly also on the housing development and have questioned what is being done to minimise and mitigate this loss?
- highlighted that “The Arboricultural Report identified a number of trees and shrubs to be removed for construction of the extended bus lane. Vegetation removed during construction *will be replaced where practicable.*” (their emphasis) [Detailed Planting Plan Sheet 11 Part B, in the additional documents], which they do not consider is adequate. The landscape and biodiversity implications need to be made much clearer and action to mitigate these effects stated in some detail; and their concern about the potential impact on future Trumpington Meadows residents needs to be allayed. The tree belt in question not only screens Trumpington Park and Ride from the Glebe Farm estate and Bishop’s Road dwellings on the other side of Hauxton Road but also forms part of the green entrance from the new city edge to Trumpington village and onward into Cambridge centre.
- raised concerns about the impact of the above changes on the pedestrian and cycle route alongside Hauxton Road from the west side of the junction with Addenbrooke’s Road/Osprey Drive to the northern entrance into the existing Park & Ride site. This route crosses the one-way slip road into the Park & Ride. With the opening of the Travel Hub and the completion of the homes in the southern part of the Trumpington Meadows development, there is likely to be significant growth in the number of pedestrians and cyclists using this path, alongside the growth in traffic on the two-way slip road. Given the heightened risk that arises, it is essential that measures are taken to ensure it remains a safe route. TRA propose that the applicant should be asked to provide additional information explaining how the risk will be minimised so that cyclists and pedestrians are kept safe.
- raised concerns over the impact of the Applicant’s proposals on Junction 11 of the M11 and the lack of detail provided to address the over capacity comments raised by the statutory consultee [CCC\_20\_040\_FUL\_FROM\_TRANSPORT\_ASSESSMENT\_35807, page 11]. TRA confirmed that the proposed Travel Hub should not significantly impair traffic flow at Junction 11, and the eastbound access to the A10 eastbound is particularly important in the extended PM peak. The applicant should therefore be asked to respond with positive measures to reduce this operational over capacity.

- 7.6 Trumpington Meadows Community (TMC) as an amenity group – **Comments and concerns submitted neither objecting nor supporting the application.** Points made related to the effect on local ecology; distance to adjoining properties; conflict with local plan; an increase in traffic; and information missing from plans. TMC stated that the application site boundary shows a route running through the Trumpington Meadows park from the new shared use bridge to the river, which follows the route of an existing footpath but there is no indication of how its use would change. Also the busway or slip road would result in a serious intrusion into the park which is owned by the Wildlife Trust; in addition to the likelihood of an increase in traffic congestion from the additional use of junctions on Hauxton Road when the second access to Trumpington Meadows opens. Any development of the area from there to the M11 would create a volume of traffic that would be impossible to manage.
- 7.7 Wildlife Trust – **Object** and remain of the view that this proposal is the wrong scheme in the wrong place, that will put pressure on the adjacent Country Park and nature reserve area. However, noting that they consider it is highly likely to proceed they have confirmed that they have worked through the Landscape and Ecology Working Group (LEWG), to try to secure a scheme that minimises impacts and achieves the maximum enhancements for biodiversity; whilst acknowledging that as a Regulation 3 planning application a Section 106 cannot be obtained to provide the legal comfort necessary to remove their objection entirely.
- 7.8 The Wildlife Trust welcomed the intention of the applicant to appoint a specialist contractor to deliver the long-term management of the new habitats adjacent to and around the travel hub site. However, in order for this to be a success, they provided details of what mitigation they considered was necessary in relation to pressures on the Country Park and nature reserve outside of the red line application area and stressed the importance of a management plan to safeguard the long term management of the travel hub site that will need to complement the management of the adjacent Country Park and nature reserve e.g. in reinforcing current management approaches of hay cutting and grazing, and the dogs on leads policy that applies to the nature reserve part of the Country Park. To this end they confirmed the new land around the travel hub site will need to include dog walking routes and dedicated off lead areas to limit impacts on the adjacent nature reserve which should include dog bins. Furthermore a dedicated picnic area and clear signage on the travel hub site and within the adjacent Country Park and nature reserve informing visitors of the different nature and access zones was also seen as essential, particularly based on the full impacts that a 2000+ car park would place on this area, that they did not consider had been considered appropriately in the applicant's submitted information.
- 7.9 The Wildlife Trust proposed that the currently unfenced area of the meadow in the adjacent Country Park and nature reserve should be fenced to create two new grazing paddocks to help manage access and maintain the quality of the species-rich grassland that they have created. They also noted that their current ranger provision had been based on the Trumpington Meadows housing development and had not been based on additional visitors from what was effectively a large car park next to the nature reserve provision, so this pressure as a result of this proposal needed to be taken fully into account when assessing the scheme. As such, they recommended an access management and mitigation section should be incorporated into the landscape and ecology management plan that sets out the relationship with the adjacent Wildlife Trust Country Park and nature reserve land, and describes an access strategy and the desired recreational use of both the landscaped areas associated with the travel hub site and the adjacent land. This should include the

management measures, including any infrastructure and signage required to achieve the described access strategy.

7.10 Whilst the Wildlife Trust was broadly supportive of the measures included within the submitted Landscape and Ecology Management Plan, as a basis for the future management of the biodiversity net gain and greenspace areas, there was some disagreement around the timing of cutting practices and the length of time for the biodiversity net gain to be achieved on the site. In relation to biodiversity net gain, the Wildlife Trust also requested that a revised Appendix F-11 should be submitted with the correct version of Table 14 and the detailed biodiversity net gain calculations, which they considered was important so that an audited and agreed level of biodiversity net gain arising from this development is recorded in the public domain. However, when asked by planning officers if the submitted information was sufficient to be policy compliant, they did acknowledge that from the information submitted by the applicant it would be possible to achieve the minimum 10% biodiversity gain and whilst it was far from ideal, through control by planning conditions, this information could be secured as part of the pre-commencement conditions to be able to show this audit trail and final biodiversity net gain figure. However, if this planning condition route was recommended by planning officers the Wildlife Trust would request that the biodiversity net gain assessment is revised once a final scheme has been built and the areas managed for a minimum period of 30 years (and ideally secured in perpetuity) and monitoring reports to demonstrate continued success required at periodic periods throughout the 30 year management period. A monitoring programme should be included in the landscape and ecology management scheme as part of this request, which can also secure the final landscape and ecology proposals.

7.11 CPRE – **Raise concerns** surrounding the proposed development relating to:

- Car parking and electric charging – in particular the significant number of car parking spaces proposed (2,150) questioning if sufficient evidence existed to support them, and that only 108 of these car parking spaces were going to allow electric charging.
- Location and potential impacts – in particular that this is the ‘wrong scheme in the wrong location’ as it lies in the Cambridge Green Belt and adjacent to the Wildlife Trust Trumpington Meadows reserve, with potential impacts on both the Cambridge Green Belt and reserve through the development, with traffic, noise, light and air pollution, as well as an increase in footfall on the reserve and the impact that would bring to fragile habitats.
- Statutory Green Belt – in particular the erosion of the Cambridge Green Belt and the need to ensure significant weight is given to paragraphs 143 – 145 [now 147 – 149] of the NPPF, where they consider the “very special circumstances” required by paragraphs 143 and 144 [now 147 and 148] have not been demonstrated.
- Landscape and Biodiversity – in particular the ‘wide impact on the local valued landscape’, the loss of Green Belt land and erosion of openness; alongside concerns that safeguards need to be put in place to protect the biodiversity net gain with appropriate funding in perpetuity to include mitigation for the impacts on the adjacent nature reserve.
- Best and most versatile Farmland – in particular the need for best and most versatile land to be protected from development in accordance with the NPPF.
- Integration with wider local transport proposals – in particular concerns around how the proposal would integrate with other proposed transport schemes around Cambridge, including East-West Rail, the proposed Cambridge Autonomous Metro, the Travel Hub at Foxton, proposed busways, planned greenways etc.; and that as

well as being premature in advance of the CPCA new local Transport Plan, it is also heavily based on car travel.

7.12 Cambridge Past, Present and Future – **Object** as Cambridge PPF believes that this is the *‘wrong scheme in the wrong place’*. They also see it as a *‘short-term solution that will create a long-term impact’*. They therefore object to this application *‘because it will result in building over the green belt countryside in order to create a giant car park and associated roads and other intrusive infrastructure; even though the applicant admits that “it is estimated the use of the Travel Hub would result in an increase of carbon emissions over the next 60 years”.*’ They also note *‘that it will be at least 15 years before new trees/hedges grow sufficiently to mitigate the visual impacts of this scheme on the landscape’*. They consider this proposal *‘is contrary to national and local green belt policies because it has not demonstrated that a green belt location is needed’*. Whilst they are supportive of renewable energy, the provision of car ports on which to locate these panels will have an impact on the purposes of the Green Belt. They object to the use of lighting bollards on the shared use path because they will generate a visual intrusion which is completely unnecessary as they consider that stud lighting is equally effective.

7.13 After reviewing the Regulation 25 information and confirming that all the issues they raised in their previous response (set out in paragraph 7.12 above) still stand, they raised the additional information / concerns to add to their original objection:

- Impact on adjacent nature area in country park/biodiversity impacts – in particular concerns surrounding the consultants assessment that this proposal will have no influence on the visitor pressures experienced by the Park and that this element should have been scoped into the EIA assessment.
- Green Belt Policy & Landscape – in particular concerns that the proposal is an unacceptable intrusion into an area of the Cambridge Green Belt and its openness, so it should not be approved as it fails to demonstrate special circumstances and could be accommodated through an extension to the existing park and ride site or at Foxton which are outside the Cambridge Green Belt, making it contrary to national and local planning policy.
- Climate Change Policy – in particular the conflict with local policy to achieve net zero emissions by 2050 in response to the climate change crisis, as this application would lead to an increase in carbon emissions over the next 60 years.
- Traffic modelling based on pre-pandemic data – in particular the application is based on pre-Covid traffic modelling that has not taken into account new ways of working and potential demand forecasts, so they suggest this would be premature to approve such a contentious scheme which could easily prove to be a damaging ‘white elephant’.

7.14 Camcycle – **No objection**. Whilst Camcycle welcome application CCC/20/040/FUL and fully support the proposed NMU pathway and bridge, they remain neutral on the principle of a car park in this area, as they are concerned about the implied increase of car traffic in the vicinity of the site. Their original objection to a newly proposed additional staggered crossing stage on Hauxton Road that would turn the existing two-stage staggered crossing into a three-stage staggered crossing, has now been resolved by the applicant and was included in the Regulation 25 submission. Camcycle has confirmed that whilst they do have some lingering concerns about the potential spacing of bollards, design of any access control, and further detailed design that still has to be undertaken on the active travel route, as mentioned in the Transport Team response, Camcycle want to ensure that everything is



designed and built to be fully accessible, inclusive and in compliance with the government's latest policies and guidance. As such they confirmed that their concerns could be resolved and their original objection removed if a condition affirming the application of Local Transport Note 1/20 in the detailed design of the active travel route and any access control bollards: 'Details for the active travel/NMU route through the site, and any access controls for it, will be designed in accordance with Local Transport Note 1/20 and provided to the planning authority to be agreed prior to construction.' was applied.

7.15 Smarter Cambridge Transport (SCT) - **Strongly object** to this planning application on the grounds that it will:

- Undermine provision of rural bus services.
- Disadvantage people who depend on rural bus services because they do not have use of a car to access a Park & Ride.
- Increase rather than decrease carbon emissions, both in construction and use.
- Attract additional traffic to the local road network, exacerbating congestion on the A10 from Harston to M11 Junction 11.
- Have negative social benefit, i.e. will do more harm than good.
- Divert resources away from transport schemes and services that would provide wider social benefit.
- Undermine the business case and viability of CAM, envisaged as an extensive mass transit network, serving market towns and villages around Cambridge.
- Damage the ecology of land close to the River Cam and scar land that is protected by Green Belt status.

7.16 The SCT (a volunteer-run think tank and campaign group, formed in 2015 to advance sustainable, integrated and equitable transport for the Cambridge region; run by a team of around 30 people, with a wide range of expertise and interests – see [www.smartertransport.uk](http://www.smartertransport.uk)) consider the scheme is incompatible with the adopted Local Transport Plan and South Cambridgeshire Local Plan, the National Planning Policy Framework, and the scheme's own objectives.

7.17 British Horse Society (Comments from East Regional Chair; County Access & Bridleways Officer for Cambridgeshire; Access Field Officer East; and Regional Manager for the Eastern Region) – **Support** the provision of horsebox parking within the Travel Hub which would allow access to the Trumpington Meadows Country Park, the rights of way network just off the A10 at Hauxton, the permissive bridleways linking to Great Shelford from the A10 and the permissive bridleways linking towards Granchester; which they consider aligns with the active travel provision promoted by [the former] Cambridgeshire and Peterborough Mayor [James Palmer] that must be embedded in transport projects in the same way for all modes. They noted that with increasingly busy and fast roads, many equestrians now have to travel their horses to places where they can ride in relative safety, such as on the bridleways and country park accessible from this hub.

7.18 Having sought confirmation that erroneous references to 'shared' paths and 'cyclists and walkers' were not meant to exclude equestrian access and that the applicant was effectively proposing a non-motorised user (NMU) route, which included equestrian access over the 'shared bridge', that would be designed with an appropriate surface for all users as has already been the case with the greenways, they welcomed the proposals. However, in raising these initial concerns they also drew attention to the fact there was no reference to the permissive access from Great Shelford which joins the A10 opposite the NMU path in

the applicant's documentation, nor was there any reference to the bridleway network from the A10, which are all well used. Taking these concerns into account, they consider that before this project commences it is essential a safe crossing of the A10 for NMU's is provided to mitigate the danger from the construction and the ongoing travel hub traffic. This should be a Pegasus crossing located at the junction of the NMU path on the Country Path with the A10 just opposite the permissive bridleway to Great Shelford. As such, they consider the provision of the site safe crossing should be a requirement of the planning permission approval.

- 7.19 Swavesey & District Bridleways Association - **Support** the plans to include horsebox parking and safe link to the non-motorised user network as part of the Trumpington Park and Ride development. However, they would like the Scheme to include the provision of a Pegasus crossing on the A10, to mitigate the increased traffic levels experienced already from the housing growth on the A10.
- 7.20 Barton and District Bridleway Group – **Support** the provision of horsebox parking within the Travel Hub, the mounting blocks and inclusion of a non-motorised user route on behalf of the Barton & District Bridleway Group that has over 120 members. They see the scheme to be of great benefit to local horse riders who want to access Trumpington Meadows Country Park without having to ride on the road. They consider the proposals will also enable horse riders who cannot ride too far to access a new area to ride and provide an opportunity for riders from other areas to travel to meet friends. With the fragmented nature of the Bridleway network, and the fact that only 22% of Rights of Ways are Bridleways, schemes like this are very much needed and welcomed by horse riders. The position of the horsebox parking will also allow horse riders from other areas to access local Bridleways and the proposed Greenways. However, they considered it is essential that a safe crossing of the A10 for NMU's is provided to mitigate the danger from the construction and the ongoing travel hub traffic. This should be a Pegasus crossing located at the junction of the NMU path on the Country Park with the A10 just opposite the permissive bridleway to Gt. Shelford.
- 7.21 Deloitte on behalf of Grosvenor Britain & Ireland (Grosvenor) and Universities Superannuation Scheme (USS) – **Support** the proposals for a new Park & Ride travel hub on land to the south of the M11; and have welcomed the thorough approach undertaken to consulting and engaging stakeholders given that the proposals will be developed partially on land owned by Grosvenor & USS. They acknowledged that they have held a number of meetings with the Applicant's consultant team in order to agree the details of the proposals relevant to their clients' site. They appreciate that a number of options for the busway route have been considered; and options assessed and eventually dismissed included provision for a tunnel under the A10 and a bus lane through the M11 gyratory. The preferred option was chosen on the basis that it was deliverable and will ensure the reliability and speed of journeys which they support.
- 7.22 They noted that the design of the site has taken into consideration its location within the Cambridge Green Belt and shared boundary with Trumpington Meadows Country Park, delivered by Grosvenor and USS as part of the housing development. Significant planting has been proposed to minimise the landscape and visual impact of the scheme which they welcome. They confirm that they have had extensive discussions on these points with the Applicant with respect to Grosvenor and USS's land and, in particular, in relation to the nature and location of the bunds which are being constructed currently as part of Trumpington Meadows. However, they raised two areas of the proposals that they wanted

to provide more detailed comments – drainage proposals and development in the Cambridge Green Belt.

- 7.23 In relation to drainage proposals they highlight the importance that the swales along the busway on the east of the M11 do not encroach on any realigned bunds and that both are the appropriate distance from each other. The bund profile should remain in line with the massing previously approved (and be no higher than 3.5 metres / 11.48 feet); and on the east side of the M11, the outfall that is being provided to the River Cam, which includes provision for a new swale into the existing Trumpington Meadows Country Park, should also not encroach on to the existing bund. Details of the interaction with the existing footpath, any reinstatement required, and planting should be provided as part of the conditions of any planning permission issued. They have requested that The Wildlife Trust, whose ownership the Country Park has transferred to, should be consulted on the access and maintenance implications of these drainage swales/pipes.
- 7.24 In relation to development in the Cambridge Green Belt, they support the approach the Applicant has taken in assessing alternative sites and the need for the facility. The existing Park & Ride at Trumpington Meadows has limited capacity and there is congestion in and out of the city at peak times. In concluding this work, they consider that it is clear that, in accordance with Para 146 [now 150] of the NPPF, there is a clear transport need for the Park & Ride location in close proximity to the M11 and that it will reduce the overall delays through the local network. The Green Belt Assessment prepared by Liz Lake Associates suggests that 'land to the east of the M11 provides a much stronger contribution to the immediate landscape of Cambridge compared to land west of the M11'. Whilst they do not disagree with this statement, they would highlight the changing nature of the area east of the M11 as a result of development. The Green Belt Assessment also suggests that the setting of Cambridge between the City and the M11 forms a 'very strong, distinct separation and overriding contribution to the Green Belt function'. They dispute this statement. As with the previous comment, they consider the Cambridge Green Belt in this location is changing and its function and role in relation to the openness and setting of the City should be considered in this context. Notwithstanding this, the busway located around the edge of the land allows for the setting and openness to be maintained in their opinion. As such they have requested that their comments are taken on board in consideration of this application.
- 7.25 Individual representations - There have been a total of 18 individual representations received, of which 3 are fully supporting the scheme, 9 are broadly supporting the scheme but raising additional requests or information to allow them to fully support the scheme, and 6 are totally opposing the scheme or raising concerns. The issues raised in the 18 representations received have been summarised into objections & concerns and then general support / further information or infrastructure requested as follows:

Objecting / raising the following concerns:

- A10 improvements not being made to accommodate this development
- Inappropriate for buses to use the existing agricultural bridge
- Convolutioned route for buses causing unnecessary delays and discomfort to passengers
- Seek a new bridge across the M11 for buses (rather than an upgrade to the agricultural bridge) as they requested during the applicant's pre-application consultation events

- New bridge across the M11 excluded from alternative options published in applicant's documentation
- Raised ramp taking shared use path to new bridge problematic for 3 reasons all relating to the proposed obstruction of access between the existing bridge and the existing concrete tracking heading south, running between the main coprolite ponds and the new park and ride site, and leading to the furthest four fields (the Water Meadow, Badgers Wood and the two grazing meadows of the Hauxton Corner
- Additional traffic and associated congestion, particularly through villages, as this scheme is effectively encouraging motor traffic with what is a huge park and ride in the green belt
- Question how much CO2 will the extra 2,000 car users create each year; how many will live within easy reach of this site and other existing park and ride sites; how many live within 4 miles of their destination being a suitable distance to cycle; and when all the Greenways are complete what is the expected trip rate and what percentage would have a) car available b) not drive and c) no car in household?
- Covid-19 implications and the 'new normal' not taken into account in modelling
- Potential implications for Greenways, particularly where increase traffic movements in villages will put people off cycling as an alternative to the car journey
- Increased pollution
- Visual impacts / blot on the landscape
- Impact on local ecology and adjacent Country Park, including impacts to historic coprolite ponds and surrounding mixed woodland that has been maturing for over 40 years
- Impact for foreseeable future, let alone the disruption during construction
- Loss of green belt and inappropriate development in the Cambridge Green Belt
- Intrusion of the adjacent Country Park during construction and operation
- Concerns over the southern most fields being cut off and taking too much land take based on proposed bus and cycle routes across the M11
- Close to adjoining properties
- General dislike of proposal
- Noise nuisance and loss of adjacent tranquil area in the Country Park
- Noise and light pollution
- Contrary to Climate Change Emergency declared, which the applicant acknowledges in the application with an increase in carbon emissions over the next 60 years
- No account of alternatives considered for the period up until the Cambridge South Station opens in 2025, the Cambridge Autonomous Metro (CAM) scheme comes forward or the Foxton Travel Hub is progressed, which avoids this becoming a 'white elephant' that is contrary to sustainable development and the declared Climate Change Emergency
- No assessment to show investing in rural bus services wouldn't be a better and more sustainable option
- More information and alternatives should be sought as part of the Transport Assessment to take account of wider schemes promoted by the Mayor e.g. the cost of the scheme without maintenance would allow 10 – 15 years of bus subsidies to be made instead
- Out of keeping with character of area
- Over development and need basis not set out
- Missing information from plans and / or not clear where roads lead to entering the current park and ride site, so difficult to assess the implications
- Strain on existing community facilities

- Impact on property values

In support / raising requests for further information or infrastructure to gain full support:

- Support the scheme and the inclusion of facilities for horse riders, where specific horse box parking spaces and a safe tack up area are proposed which allow access to off road riding opportunities as a local community asset, particularly as there is now no access to such facilities in the immediate area
- Commend the application on setting a high example of the multi-use recreational amenities with inclusion of horse box parking and a corral for equestrian users
- Welcome safe routes for equestrians, including access to bridleways and the Country Park
- Request the inclusion of a Pegasus crossing on the A10 to make it safer for equestrians to cross
- Ask if signage can be erected to ensure horse box spaces are reserved for such a use?
- Although acknowledges outside of the current application, ask if a dedicated slip onto the M11 from Hauxton could be considered to avoid delays and blocking of the A10 access?

7.26 A copy of the full representations will be shared with members of the Planning Committee one week before the meeting.

## 8. Planning Policy

8.1 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. The relevant development plan policies are set out in paragraphs 8.4 to 8.7 below.

8.2 The National Planning Policy Framework (NPPF) (2021) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (paragraph 11). It states that for decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most relevant for determining the application are out of date, granting permission unless:
  - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.

8.3 The following paragraphs within the NPPF (2021) are considered to be the most relevant to this application:

- Paragraph 2 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations

indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

- Paragraph 7 - The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.
- Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
  - a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
  - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
  - c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- Paragraph 55 - Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.
- Paragraph 57 - Planning obligations must only be sought where they meet all of the following tests:
  - a) necessary to make the development acceptable in planning terms;
  - b) directly related to the development; and
  - c) fairly and reasonably related in scale and kind to the development.
- Paragraph 92 - Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

- Paragraph 93 - To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

- Paragraph 100 - Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
- Paragraph 105 - The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

- Paragraph 111 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- Paragraph 112 - Within this context, applications for development should:
  - a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
  - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
  - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
  - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
  - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- Paragraph 130 - Planning policies and decisions should ensure that developments:
  - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
  - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.



- Paragraph 147 - Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- Paragraph 148 - When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- Paragraph 150(c) - Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:
  - c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- Paragraph 151 - When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.
- Paragraph 152 - The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- Paragraph 174 - Planning policies and decisions should contribute to and enhance the natural and local environment by:
  - a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
  - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
  - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
  - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
  - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever

possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

- Paragraph 180. When determining planning applications, local planning authorities should apply the following principles:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

- Paragraph 183. Planning policies and decisions should ensure that:

a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);

b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and

c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

- Paragraph 185. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

- Paragraph 194 - In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- Paragraph 195 - Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- Paragraph 196 - In determining applications, local planning authorities should take account of:
  - a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
  - c) the desirability of new development making a positive contribution to local character and distinctiveness.
- Paragraph 199 - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- Paragraph 202 - Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- Paragraph 203 - The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets,

a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

### **Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document – adopted July 2011 (M&WCS)**

8.4 The Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (M&WCS) was adopted in July 2011 and sets out the strategic vision and policies for minerals and waste across Cambridgeshire up to 2026. The following policy is of relevance to both the adjacent areas of the proposal and the drainage connection to the River Cam for sand and gravel deposits, that need to be considered in the determination process:

- CS26 – Mineral Safeguarded Areas

### **South Cambridgeshire Local Plan September 2018 (SCDCLP)**

8.5 The South Cambridgeshire Local Plan (SCDCLP) was adopted in September 2018 and sets out the strategic vision, planning policies and allocations (excluding minerals and waste) for South Cambridgeshire to guide the future development of the district up to 2031. It includes policies on a wide range of topics such as housing, employment, services and facilities, and the natural environment. The following adopted Local Plan policies are of particular relevance to the proposals that need to be considered in the determination process:

- Policy LP/1: Superseded Policies referred to in Adopted Area Action Plans
- Policy S/3: Presumption in favour of Sustainable Development
- Policy S/4: Cambridge Green Belt
- Policy S/6: The Development Strategy to 2031
- Policy S/7: Development Frameworks
- Policy CC/1: Mitigation and Adaptation to Climate Change
- Policy CC/2: Renewable and Low Carbon Energy Generation
- Policy CC/4: Water efficiency
- Policy CC/6: Construction Methods
- Policy CC/7: Water Quality
- Policy CC/8: Sustainable Drainage Systems
- Policy HQ/1: Design Principles
- Policy HQ/2: Public Art and New Development
- Policy NH/2: Protecting and Enhancing Landscape Character
- Policy NH/3: Protecting Agricultural Land
- Policy NH/4: Biodiversity
- Policy NH/6: Green Infrastructure
- Policy NH/8: Mitigating the Impact of Development In and Adjoining the Green Belt
- Policy NH/14: Heritage Assets
- Policy SC/2: Health Impact Assessment
- Policy SC/9: Lighting Proposals
- Policy SC/10: Noise Pollution
- Policy SC/11: Contaminated Land
- Policy SC/12: Air Quality
- Policy SC/14: Odour Impact Assessments and Other Fugitive Emissions to Air

- Policy TI/2: Planning for Sustainable Travel
- Policy TI/3: Parking Provision
- Policy TI/6: Cambridge Airport Public Safety Zone
- Policy TI/7: Lord's Bridge Radio Telescope (Consultation Area 1)

### **Cambridge City Council Local Plan October 2018 (CCCLP)**

8.6 The Cambridge City Council Local Plan (CCCLP) was adopted in October 2018 and sets out the strategic vision, planning policies and allocations (excluding minerals and waste) for Cambridge City to guide the future development of the city up to 2031. It includes policies on a wide range of topics such as housing, employment, services and facilities, and the natural environment. The following adopted Local Plan policies are of particular relevance to the proposals that need to be considered in the determination process:

- Policy 1: The Presumption in favour of Sustainable Development
- Policy 4: The Cambridge Green Belt
- Policy 5: Sustainable transport and infrastructure
- Policy 7: The River Cam
- Policy 8: Setting of the City
- Policy 18: Southern Fringe Areas of Major Change
- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 29: Renewable and low carbon energy generation
- Policy 31: Integrated water management and the water cycle
- Policy 33: Contaminated land
- Policy 34: Light pollution control
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge
- Policy 55: Responding to context
- Policy 56: Creating Successful Places
- Policy 59: Designing landscape and the public realm
- Policy 61: Conservation and enhancement of Cambridge's historic environment
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development
- Policy 82: Parking management

### **South Cambridgeshire District Council – Area Action Plan (2008):**

8.7 Policies in adopted Area Action Plans provide specific guidance for the areas that they cover, which are defined on the South Cambridgeshire District Council Policies Map. SCDCLP Policy LP/1 identifies where policies of the Local Development Framework referred to in adopted Area Action Plans are superseded by policies of the SCDCLP. The Cambridge Southern Fringe Area Action Plan (2008) (CSFAAP) was produced by SCDCLP noting that the urban extension crosses the South Cambridgeshire / Cambridge City boundary. It is part of the adopted development plan, which is of relevance for development

in this area. In particular the following policies of the CSFAAP are considered relevant to these proposals:

- CSF/1 The Vision for the Cambridge Southern Fringe
- CSF/2 Development and Countryside Improvement Principles
- CSF/5 (1b-e) Countryside Enhancement Strategy
- CSF/12 Landscape Principles
- CSF/14 Linking Trumpington West To Its Surroundings
- CSF/15 Enhancing Biodiversity
- CSF/16 Archaeology at Trumpington West
- CSF/18 Access to the Countryside
- CSF/22 Construction Strategy
- CSF/24 Management of Services, Facilities, Landscape and Infrastructure

### **South Cambridgeshire District Council and Cambridge City Council – Shared Supplementary Planning Guidance:**

8.8 Supplementary Planning Documents (SPDs) are intended to expand upon policy or provide further detail to policies in the adopted development plan. The following SPDs have been adopted by both South Cambridgeshire District Council and Cambridge City Council to support the SCDCLP and CCCLP:

- Cambridgeshire Flood and Water SPD (November 2018 for SCDCLP and December 2018 for Cambridge City Council)
- Sustainable Design and Construction SPD – prepared jointly with Cambridge City Council (January 2020)

### **South Cambridgeshire District Council - Supplementary Planning Guidance:**

8.9 In addition to the above SPDs, as identified on South Cambridgeshire District Council's website, the following documents were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the SCDCLP. However, these documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case by case basis having regard to consistency with national planning guidance and the adopted SCDCLP:

- Biodiversity SPD (July 2009)
- Landscape in New Developments SPD (March 2010)
- Trees and Development Sites SPD (January 2009)
- Public Art SPD (January 2009)
- Open Space in New Developments SPD (January 2009)
- District Design Guide SPD (March 2010)
- Health Impact Assessment SPD (March 2011)

### **Cambridgeshire and Peterborough Mineral and Waste – Emerging Local Plan**

8.10 The Council has been jointly preparing, with Peterborough City Council, a new Minerals and Waste Local Plan. This new Local Plan looks forward to 2036 and makes provision for new minerals and waste management development to support the growth of existing and new communities planned in Cambridgeshire and Peterborough. It sets out policies by which planning applications for mineral and waste management development will be determined,

covering such matters as biodiversity, restoration and traffic and highways; whilst also protecting and safeguarding existing mineral and waste sites and important mineral resources and allocations from new development that would prejudice their use.

- 8.11 The Councils submitted the Local Plan, the supporting evidence, and all the representations received, to the Secretary of State for Examination on 24 March 2020. The Cambridgeshire and Peterborough Minerals and Waste Local Plan Independent Examination was held between 15 and 17 September 2020 and the Councils received the Inspector's findings on 26 March 2021, confirming that the plan was 'sound' subject to the main modifications set out in his report. Officers are currently seeking approval to adopt the Cambridgeshire and Peterborough Minerals and Waste Local Plan, that will supersede the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Development Plan Document (adopted July 2011) and the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document (adopted February 2012) once adopted. On the basis that the Local Plan may be adopted by both Councils just ahead of this application being considered, officers will provide an oral update at the meeting for the benefit of Members.

### **Cambridge City Council and South Cambridgeshire District Council – Emerging Local Plan**

- 8.12 Cambridge City Council and South Cambridgeshire District Council are in the process of working together to prepare an updated joint Local Plan for the Greater Cambridge area. Consultation ended in February 2020 on the Greater Cambridge Local Plan – The First Conversation. This document sought to ask about the kind of place residents and businesses want Greater Cambridge to be in the future. It explored the 'big themes' – climate change, biodiversity, social inclusion and great places – that will influence how homes, jobs and infrastructure are planned, and where growth might go. They have processed the large volume of feedback and comments they have received and prepared a report on the consultation results and key findings, that was taken to their Members in June 2020. They have been developing the evidence base for the plan and testing possible growth levels and strategic spatial options for the Plan, and in November 2020 published a set of initial reports including a Sustainability Appraisal.
- 8.13 At present this emerging plan is at a very early stage and the timetable for plan making was agreed in line with the above June 2020 report and published in the Council's Local Development Scheme (LDS) which took effect on 13 July 2020. The LDS states that the next stage of development for the emerging Local Plan is the Preferred Option Consultation that is planned for Summer / Autumn 2021. As such, at this very early stage of plan making there are currently no emerging policies that need to be considered in relation to this planning application.

## **9. Planning Considerations**

- 9.1 The main planning considerations in relation to this planning application are:
- Principle of Need and Justification
  - Green Belt considerations, including alternative sites considered and whether the proposal should be considered as 'inappropriate development'
  - Landscape / townscape and visual impact
  - Heritage considerations, including the setting of the City of Cambridge



- Archaeology
- Protection of Lord's Bridge Radio Telescope
- Ecology and Biodiversity
- Best and most versatile Farmland
- Transport and Parking considerations, including consideration of COVID-19 on travel patterns and transport modelling for this proposal
- Highway improvements and wider highway considerations including possible future transport schemes
- Climate Change and Sustainability
- Residential Amenity
- Surface Water, Foul Water Drainage and Flooding (Flood and Water Management)
- Public Art
- Airport Safety
- Other issues, including air quality, health impact assessment and contaminated land

### **Principle of Need and Justification**

- 9.2 This Regulation 3 application for a Travel Hub in Cambridge South West is accompanied by a letter stating that it *"is proposed to create more car parking spaces at a new site in order to accommodate demand that is currently forecast in the medium to long term as the existing Trumpington Park and Ride site is currently full"*. This statement by the applicant made with the submission in June 2020 takes account of the expansion that has already been undertaken on the existing Trumpington Park and Ride site under planning permission C/5001/18/CC; where in order to facilitate that expansion to accommodate 274 additional car parking spaces, additional bus and coach stops and layout area etc., officers noted it needed to remove much of the landscaping, which also led to a replacement of the surface water attenuation pond with underground tanks, leaving further expansion within the site boundary limited.
- 9.3 Furthermore, whilst acknowledging that the COVID-19 pandemic has led to a change in the way the existing Trumpington Park and Ride site has been used over the last 12 months, officers acknowledge that the proposed Travel Hub at Junction 11 is one of the key strategic projects that has been identified by the Greater Cambridge Partnership (GCP) to ease congestion into the City of Cambridge and decrease journey times owing to significant growth within the surrounding area and to reduce the number of cars travelling into Cambridge city centre, and to the Cambridge Biomedical Campus.
- 9.4 In addition to the above, planning officers have acknowledged the applicant's need for additional Travel Hub capacity along the Royston to Cambridge corridor that is documented and has been identified within the Cambridgeshire Local Transport Plan (2011 - 2031), and the Transport Strategy for Cambridgeshire and South Cambridgeshire (2014) that were 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.
- 9.5 Given the justification provided by the applicant and that the need for additional Travel Hub capacity along the Royston to Cambridge corridor is identified within key Transport documents stated in paragraph 9.4, planning officers consider the proposed development would meet the demand in providing a sustainable transport solution offering additional capacity for the locality and the opportunity for a change in modal shift in accordance with paragraph 105 of the NPPF (2021), SCDCLP (2018) Policy TI/2 and CCCLP (2018) Policy

5, irrespective of whether wider schemes within this corridor come forward or not. Nonetheless, whilst the principle of development is supported in policy terms, it is necessary for the application to be considered against the wider development plan policies before reaching a final recommendation. These wider considerations are set out below.

**Green Belt considerations, including alternative sites considered and whether the proposal should be considered as ‘inappropriate development’**

- 9.6 Whilst the Cambridge Green Belt is a singular designation across both Cambridge City and South Cambridgeshire, the red line area of the proposals (as identified in Agenda Plan 1) cross the administrative boundary of both authorities, with the Travel Hub site itself sitting within South Cambridgeshire. Nonetheless, the full Green Belt designation and its purpose need to be considered in the context of these proposals, alongside whether the proposals for assessment purposes should be considered as ‘inappropriate development’ taking account of case law; and consideration of the ‘very special circumstances’ for the Green Belt, if officers consider the context to be set as inappropriate development; alongside any harm and visual impact. These are all set out and considered further below before officers provide their view on the weight to be afforded to this significant planning constraint in the planning balance before a decision is reached.

**Purpose of the Cambridge Green Belt**

- 9.7 The preservation of the Cambridge Green Belt within South Cambridgeshire is supported locally by SCDCLP (2018) Policy S/4 where it maintains a rural edge to Cambridge and protects key views, seeking to maintain and enhance the quality of its settings. The Green Belt also serves to protect the scale and rural character of Green Belt villages such as Hauxton by preventing them from merging with adjacent villages; and preserving the unique character of Cambridge as a compact, dynamic city with a thriving historic centre. The SCDCLP acknowledges a number of factors that define the special character of Cambridge and its setting, which include the following:
- Key views of Cambridge from the surrounding countryside
  - A soft green edge to the city
  - A distinctive urban edge
  - Green corridors penetrating into the city
  - Designated sites and other features contributing positively to the character of the landscape setting
  - The distribution, physical separation, setting, scale and character of Green Belt villages; and
  - A landscape that retains a strong rural character.
- 9.8 Similar preservation is also set out within the City of Cambridge and is supported by CCCLP (2018) Policy 4 where it seeks to align with national policy and preserve the unique setting and special character of the city which includes green corridors that penetrate deep into the urban and historic heart of Cambridge. As identified in the CCCLP (2018) supporting text, both Cambridge City Council and South Cambridgeshire District Council are keen to see the Green Belt as a positive rather than a purely negative planning tool. In stating this it is acknowledged that opportunities have been taken at Trumpington to shape a new Green Belt edge that enhances the landscape setting of the city, as well as enhancing opportunities for recreational access. The Cambridge Green Belt extends into

the countryside that surrounds Cambridge City and separates it from Hauxton village. Its total area is approximately 26,340 hectares (65,088 acres).

- 9.9 From a national planning perspective, the NPPF (2021) sets out in paragraph 137 that *'great importance'* is attached to Green Belts, with *'the fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'*.
- 9.10 The purpose of the Green Belt is set out in paragraph 138 of the NPPF (2021) which states that the Green Belt serves five purposes:
- (i) to check unrestricted sprawl of large built up areas
  - (ii) to prevent neighbouring towns merging
  - (iii) to assist in safeguarding the countryside from encroachment
  - (iv) to preserve the setting and special character of historic towns; and
  - (v) to assist in urban regeneration by encouraging the use of previously developed sites.
- 9.11 In considering matters relating to the development taking place within the Green Belt it can be useful to consider the following questions, these are considered in turn in this report as part of this section:\_\_\_
- 1) Is the development inappropriate? How should effects on openness be considered?
  - 2) Would there be any other harm (ie non-Green Belt factors, for example to character & appearance), that weigh against the development?
  - 3) If the development is inappropriate, are there any 'other considerations' which would weigh in favour of it?
  - 4) If any 'other considerations' exist, do they clearly outweigh the harm to the Green Belt, and any other harm? (ie carry out the 'Green Belt balancing exercise').
  - 5) If 'other considerations' clearly outweigh the harm, do 'very special circumstances' exist?
- 9.12 Paragraphs 147 - 149 of the NPPF (2021), referenced in Section 8 of this report, establish the principle that development within the Green Belt that is considered to be *'inappropriate development'* which is harmful to the Green Belt and should not be approved except in *'very special circumstances'*. Certain other forms of development within the Green Belt are considered to be *'not inappropriate'* providing they preserve the openness and do not conflict with the purposes of including land within it, which are set out in NPPF (2021) paragraph 150 (a-f). Local transport infrastructure developments within the Green Belt are included within paragraph 150 (c). It is on this basis that the applicant provided evidence to demonstrate why they considered the Travel Hub proposal was considered to be *'not inappropriate'* development as defined by the NPPF, which they supported by recent planning case law. They also provided the necessary evidence to demonstrate why the proposal within a Green Belt location was necessary and can be justified within the planning balance, as documented in paragraphs 6.38 to 6.47 of their Planning Statement. They also provided sufficient information to allow planning officers to determine if *'very special circumstances'* existed in line with NPPF paragraph 151 in the event that they did not consider that the openness was preserved or that the purposes of including the land within the Green Belt were not met, which included sufficient information to address the renewable energy infrastructure being considered as inappropriate under NPPF paragraph 151. In addition, the applicant provided a Planning Statement Addendum to address the landscape and visual concerns in the Green Belt raised during the consultation process to help the decision-making process.

Assessment of whether the proposals are 'inappropriate development' or not

- 9.13 As is acknowledged in the applicant's Planning Statement Addendum document in paragraph 3.2, the impact of a development on the openness of the Green Belt is a matter of planning judgement, not law. This was confirmed in a recent Supreme Court decision (Samuel Old Brewery v Yorkshire County Council) which was referenced in the applicant's Planning Statement. It is therefore for the decision maker to consider whether the proposal is 'inappropriate' or 'not inappropriate' in their planning balance as a material consideration, which includes the consideration of visual openness.
- 9.14 Having regard to the purpose of the Green Belt discussed in paragraphs 9.7 to 9.12 above, and the reference in paragraph 150 of the NPPF (2021) which states other forms of development that are '*not inappropriate*' in the Green Belt '*provided they preserve its openness and do not conflict with the purposes of including land within it*' (our emphasis), planning officers consider that the scale and nature of the development being considered here does not sit entirely comfortably with those purposes set out in NPPF paragraph 137 i.e. '*by keeping land permanently open*' and '*their openness and their permanence*'. Furthermore, the relevant case law examples provided by the applicant, whilst supportive of their approach, was not necessarily looking at the same scale and type of proposal being proposed here. This was particularly true in the case of the recent Supreme Court decision of Samuel Old Brewery v Yorkshire County Council, which related to a mineral site. Whilst mineral sites are often worked for substantial periods of time, they are nonetheless still considered to be a temporary use of land that is temporary in nature, which this application is not. As such, whilst planning officers can acknowledge these planning decisions and the guidance that was contained in the original Planning Policy Guidance 2 (PPG2) document on the Green Belt, which included reference to Park and Ride schemes; officers have for the purposes of this application chosen to conduct their planning balance assuming that it is inappropriate development that needs to demonstrate 'very special circumstances'. This aligns with a similar decision taken by South Gloucestershire Council on a smaller scheme in Yate (which lies in the Bristol/Bath Green Belt) in October 2020.
- 9.15 In reaching the above conclusion planning officers will consider paragraph 148 of the NPPF (2021) which states '*when considering any planning application, local planning authorities should ensure that substantial weight is given to the harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations*' (our emphasis). The following sections of this report take into account the weight and matters used by planning officers for the purposes of their planning balance, including the substantial weight given to the Green Belt. This has been provided to offer assistance to members of the Planning Committee, in helping them carry out a similar exercise before reaching a final decision.

Assessment of 'very special circumstances'

- 9.16 Although the applicant does not specifically set out a section on 'very special circumstances' within their submission documents, as they have used paragraph 150(c) for local transport infrastructure developments within the Green Belt which can be viewed as 'not inappropriate', planning officers are content that sufficient information has been supplied to assess if 'very special circumstances' exist in line with NPPF paragraph 148 and for the renewable energy infrastructure in line with NPPF paragraph 151. This has already been acknowledged in paragraph 9.12 of this report and the following takes

account of the information supplied in the applicant's Planning Statement and also in their Planning Statement Addendum, alongside the wider submission documents, which includes the Liz Lake Green Belt Options Assessment document.

9.17 Once decking of the existing Trumpington Park and Ride site was discounted based on its impact on the Cambridge Green Belt and inability to provide sufficient forecast capacity requirements, four different sites were considered in the A10/M11 area based on their proximity to that corridor and residential areas by Liz Lake Associates, with each assessed against the five purposes of including land within the Green Belt at National Level and the three Cambridge Green Belt purposes defined in the supporting text for SCDCLP (2018) Policy S/4 and CCCLP (2018) Policy 4 – namely to Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre; Maintain and enhance the quality of its setting; and Prevent communities in the environs of Cambridge from merging into one another and with the city. The Green Belt Assessment set out that the assessment of the four sites was a finely balanced exercise, with all four of the sites either having a very strong or positive contribution to Green Belt purposes and openness of the Green Belt. However, the chosen Travel Hub site was considered to contribute to the purposes of including land in the Green Belt to a lesser extent than the other three parcels of land (which were considered to be stronger overall by comparison) for the following reasons:

- It lies to the west of the detracting M11 corridor and has a more rural location than the other parcels (particularly those on the east side of the M11).
- The immediate but open landscape setting of Cambridge between the City and the M11 forms a very strong, distinct separation and overriding contribution to the Green Belt function at the south west of the City. Other parcels were therefore considered to have a stronger contribution to Green Belt purposes.
- The compact and dynamic nature of the historic City is more closely associated with land to the east of the M11.
- Land to the east of the M11 forms part of the distinctive gateway to the city focussed around high quality urban edges at Glebe Farm and Trumpington Meadows.
- Land to the east of the M11 provide a much stronger contribution to the immediate landscape setting of Cambridge, compared to land west of the M11, which forms part of the wider landscape.
- At a local level, the merging of village settlements is most apparently reliant on the other three parcels. The application site, which lies in the immediate setting of Harston is strongly reliant on the immediate landscape resource of the Cam Valley extending north to and bounded by the M11 and Cambridge Road. The other three parcels fall within the visual and spatial sphere of the historic core of one or more of Haslingfield, Hauxton and Shelford's. However, the application site is the parcel least washed over by the visual and spatial alignment associated with one or more of the 'string of villages' to the south west of Cambridge.

9.18 Each of the four parcels of land assessed by Liz Lake Associates were being considered to provide a Travel Hub with the potential to encourage modal shifts into Cambridge city centre and the Cambridge Biomedical Campus (including potential improvements to existing walking and cycling links and services). The Liz Lake Associates (2019) Cambridge Western Orbital, Green Belt Options Assessment. Prepared on behalf of Strutt and Parker for Greater Cambridge Partnership, February 2019 provides a detailed assessment of this process which was provided in full in Appendix B of the Applicant's Planning Statement. Each parcel or parcels were based upon key characteristics identified in the published

Cambridge Landscape Character Assessment, land use as well as clear physical features or readily identifiable boundaries, such as urban edge, roads, railways, streams, water features, belts of trees and woodland. The appropriate site needed to be able to provide sufficient space for the facilities to be provided and maximise interchange opportunities between modes of transport. It is also shown as important that any site must enable a reduction in traffic on the busy M11 Junction 11. All the options considered were within the Cambridge Green Belt.

- 9.19 The chosen site (Parcel C) is shown as supporting the key benefits being sought from the Travel Hub site, whilst also respecting the Cambridge Green Belt location. In particular this noted the slightly lower landform of this parcel of land, which along with the structural vegetative features, together with the role of the Cam valley corridor to the south west was considered by the applicant's consultants to provide better visual containment compared to the other sites. It is considered that the physical and visual integration of elements associated with the Travel Hub would be more successfully accommodated on the application site. In addition, as part of the Mott MacDonald Outline Business Case undertaken, having regard to a range of transport, economic, financial and environmental factors, it is noted that the application site scored well against the other three parcels of land, particularly having regard to meeting the transport objectives of the scheme. Key benefits identified by planning officers from the information provided by the applicant include:
- Evidence provided to demonstrate that in Green Belt terms the application site was chosen to assist in terms of minimising and reducing conflict with the purposes for including land within the Green Belt and seeking to preserve the openness of the Green Belt as far as possible.
  - The proposed Travel Hub scheme provides significant benefits in terms of cycling and walking. As set out in detail within the Transport Assessment, prepared by Mott MacDonald the proposals include provision for a new lit 5-metre-wide shared use NMU path to the north of the Travel Hub site. This path also includes provision for a new segregated 5 metre bridge over the M11, which connects up with wider cycling infrastructure routes.
  - As detailed within the Applicant's Transport Assessment the new site would provide the facility required to meet the identified modelling need of an additional 2,150 car parking spaces to be available by 2036. This is to provide capacity for the growth on the Cambridge Biomedical Campus; patients and visitors anticipated; the anticipated demand from key companies such as AstraZeneca and R&D arm MedImmune on the Cambridge Biomedical Campus; the arrival of the Royal Papworth Hospital; the identified growth of the Addenbrookes Campus; and the delivery of wider substantial growth in and around Cambridge, which will put further demand on people travelling to the City Centre for work and leisure.
  - Maximise the potential for journeys to be undertaken by sustainable modes of transport.
  - Supporting section 9 of the NPPF which sets out detailed guidance in relation to the promotion of sustainable transport in terms of policy development and consideration of development proposals and paragraph 103 [now 105] of the NPPF which states that the planning system should actively manage patterns of growth to promoting the objectives of sustainable modes of transport, to help to reduce congestion and emissions, which would improve air quality and public health.
  - Aligns with paragraph 110 [now 112] of the NPPF which states that applications for development proposals should give priority to pedestrian and cycle movements to facilitate access to and encourage the use of public transport; address needs for people with disabilities and reduced mobility in relation to all transport modes; create places that are

safe, secure and attractive and respond to local character and design standards; allow provision for efficient delivery of goods, and access by services and emergency vehicles; and designed to enable charging of plug-in and other ultra-low emission vehicles, in safe, accessible and convenient locations.

- Policies 80 and 81 of the adopted Cambridge City Council Local Plan (2018) and TI/2 of the South Cambridgeshire District Council Local Plan (2018) set out support for the promotion for walking and cycling, infrastructure improvements and promotion of sustainable transport, which this Travel Hub proposal promotes.
- Scheme designed to reduce (or avoid a negative impact on) general traffic levels and congestion through reducing traffic north east of M11 J11 (along Hauxton Road and through Trumpington), by encouraging trips headed for the city centre and Cambridge Biomedical Campus to transfer to another mode; reducing traffic flow and delay at M11 J11, particularly in the AM peak, including reducing flows associated with non-motorway traffic that pass across the junction (A10-A1309); and reducing delays on the A10 through Harston and Hauxton, on the approach to M11 J11.
- Well placed to intercept car trips on the approach to the M11 Junction 11, without having to queue on the gyratory.
- The proposed improvements to the north bound slip of the M11 Junction 11 allow for ease of access to the site without the need to travel round the gyratory and queue on the approach to Hauxton Road.
- Although the proposed bus route, does also include a small proportion of land on the east side of the M11, the route selected, proposes to keep the bus route close to the M11 and Hauxton Road, as the applicant was advised by GCSP colleagues, with a large proportion of the route shielded by the existing bunds adjacent to the M11. Therefore, the open nature of the approach to Cambridge would be largely maintained as a result of the proposed development
- The Photovoltaic Cells, whilst not falling within the exceptions set out in NPPF paragraph 146 [now 150], are only proposed on the northern of the three car park areas, in a location that is on the lower part of the site and in closest proximity to the M11, providing provision for 108 bays with electric vehicle (EV) chargepoints provided initially. Whilst the provision of 4-metre-high PV Panels will have some impact on the openness of the Green Belt, the more sensitive and open areas of the existing site do not propose the provision for the Photovoltaic cells at this stage. The PV panels are considered to be ancillary to the transport infrastructure scheme and the design allows for these panels to meet 31% of the forecasted energy requirements of the site which would result in a saving of 23 tonnes of carbon dioxide equivalent over the lifetime of the Scheme which is estimated at 60 years. Furthermore, the design ensures that underground infrastructure (ducting) is provided allowing for 100% provision and further panels to be added in the future should permission be sought and granted to increase this energy generation capability.
- The car park has been broken up into three distinct areas, with extensive planting, including extensive woodland planting to the north-east and south east boundaries of the Travel Hub site in order to minimise the visibility of the Travel Hub on the wider landscape, with a real potential for biodiversity net gain.
- The road widening along the A10 and M11 north bound slip road utilise land immediately adjacent to the existing carriageway in order to minimise encroachment into the Green Belt.
- The proposed new NMU bridge over the M11, whilst will create a new physical structure in the Green Belt, has been located in close proximity to the existing agricultural bridge / accommodation bridge and in the context of the M11 which is already considered to be a visually detracting element within the existing Green Belt.



- The proposed Travel Hub building is situated in a location that is central to the Travel Hub car park. In addition, it is of a single storey scale and very modest size, with toilets and a small waiting area, to take account of its Green Belt setting.
- 9.20 It is also stated 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 as largely 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. However, this is considered in more detail below, including changes to the height of the land as part of the submitted proposals.

*Harm to the Cambridge Green Belt including visual impact*

- 9.21 The applicant's Planning Statement Addendum was produced to address concerns raised about what the level of harm to the openness of the Green Belt would be. This was considered to be pertinent given the location of the site and the edge of the Green Belt and urban boundary, where there is potential for new built development to reduce openness and contribute to urban sprawl. The impact of the proposal on the openness and rural character of the Cambridge Green Belt was therefore considered.
- 9.22 As acknowledged in paragraph 3.5 of the applicant's Planning Statement Addendum the assessment of openness is a planning judgement which is based upon matters of fact and degree. Officers acknowledge that in order to determine the degree of impact on openness of the Green Belt, it is important to understand the Green Belt context. A contextual assessment of the Green Belt functions for each site option under consideration was carried out in the Liz Lake Green Belt Options Assessment (February 2019) on behalf of the applicant.
- 9.23 As set out in the Liz Lake Green Belt Options Assessment document, in the context of openness the south-western edge of the City is defined by a new distinct edge formed by the southern extensions of Trumpington Meadows and Glebe Farm. The M11 also plays a significant role in defining landscape character with associated noise and lighting, which led to their conclusion that Parcel C (the Travel Hub site) was strongly influenced by the M11 corridor, provided a physical separation between the city, and therefore contributed the least to the purposes of including land within the Green Belt compared to the other Green Belt site options considered. However, in the Options Assessment document it is acknowledged that the Travel Hub site itself does have a '*significant contribution in terms of preserving the openness of the Green Belt*' and that '*Development of the parcel beyond the current land use, by its very nature would fail to safeguard the countryside from encroachment resulting in some effects on the openness of the Green Belt*'. Nonetheless it is accepted that '*the degree of effect will be dependent upon the scale of a new building and any associated structures, the extent of lighting and hard surfacing, which to a degree can be influenced by the design process*'.
- 9.24 The site is currently an arable field and whilst not overly prominent in the landscape being bounded by the Trumpington Meadows Country Park and Nature Reserve to the west, the M11 to the north, and Cambridge Road (A10) to the south east, the openness of the area would allow long views across to some neighbouring villages such as Haslingfield and land that runs adjacent to the River Cam, especially if the site is lit at night. A landscape strategy has been designed by the applicant which seeks to minimise the impact of the proposed development in the wider landscape, replacing existing hedgerow and providing additional

native shrub planting, trees and hedgerow as landscape screening. However, whilst such landscaping measures are acknowledged, these measures would not reduce the impact of the proposal or assist with the need to retain the 'openness' of the green belt. Even the applicant acknowledges that *'the proposed development will create significant new built form in the Green Belt and there will be a level of harm to Green Belt openness'*.

- 9.25 In assessing the degree of harm to the Green Belt openness and encroachment into the countryside, officers have considered the landscape and visual impact assessment produced by Mott MacDonald as part of the applicant's environmental assessment, which takes account of the context from the proposed development on the openness and purpose of the Green Belt. The visual impact is accepted by Mott MacDonald in their assessment, particularly that the Travel Hub site will be *'visible in clear and filtered close views from Trumpington Meadows Country Park, local cycle network between Harston and Trumpington and from the A10'* and will in effect introduce a substantial area of new built form within the Green Belt and includes ancillary items which will have a conflict with the openness of that area of Green Belt. The proposals will include the presence of a car park, solar panels above the parking bays, access road off the A10, the multi-user bridge over the M11, the bus route from the site to the existing Trumpington Park and Ride, the service building, boundary fencing, along with associated infrastructure including CCTV and lighting; alongside the amended levels of the site involving a degree of earthworks within the site and the car park being raised above existing ground levels by up to 2 metres (up to 6.56 feet) at their highest point (towards the west of the site). This is considered in more detail in the next section of the officer report, but from a Green Belt perspective the impact on the openness and countryside is acknowledged by planning officers and needs to be placed within the significant weight given to this designation by national and local planning policy.
- 9.26 The GCSP landscape consultant acknowledged that the proposed Travel Hub is recognised as an important development proposal that has followed a structured site-selection and appraisal process and incorporates many positive Green Infrastructure and landscape design approaches that could deliver enhancement of some areas. Nevertheless, as acknowledged in paragraph 6.5 of this report they are of the opinion that it is a proposal that would potentially be harmful to the local landscape character and visual amenity, including impacting upon the purposes and visual openness of the Green Belt. In the GCSP landscape consultant's opinion, the proposal would give rise to a range of adverse landscape and visual effects that whilst on the whole could be mitigated, would also result in some residual effects on visual amenity to users of the local cycle route facilities. The Environmental Statement (ES) acknowledges that there would be adverse landscape and visual effects and that some would be residual, but considers that for the most part, these would be minor and ranked as being not significant in Environmental Impact Assessment (EIA) terms by Year 15. The GCSP landscape consultant confirmed that they did not take a fundamentally different position to that of the applicant in this regard, which is what planning officers have used for the purposes of this assessment.
- 9.27 The GCSP landscape consultant also accepted that whilst in Green Belt terms, the proposed development is considered to be 'not inappropriate' development by the applicant, the proposal is also considered to cause a degree of harm to the openness and purposes of the Green Belt such that the proposal conflicts with the NPPF and Policy NH/8 (Mitigating the Impact of Development in and adjoining the Green Belt). As such, in the GCSP landscape consultant's view, the findings as reported in Chapter 10 and the Addendum do not mean that the development is acceptable or indeed unacceptable when

considered against the relevant policies in the South Cambridgeshire Local Plan, and as such this must be a matter for consideration as part of the overall planning balance.

9.28 SCDCLP (2018) Policy NH/8 sets out the following 3 requirements to mitigate the impact of development in and adjoining the Green Belt:

1. Any development proposals within the Green Belt must be located and designed so that they do not have an adverse effect on the rural character and openness of the Green Belt.
2. Where development is permitted, landscaping conditions, together with a requirement that any planting is adequately maintained, will be attached to any planning permission in order to ensure that the impact on the Green Belt is mitigated.
3. Development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality.

Criterion 1 deals with the openness of the Green Belt, for which the applicant has demonstrated how the proposal has been developed and designed to work in this location. Landscaping and design have also been set out by the applicant and taken into account, so whilst planning officers agree that there is conflict with this SCDCLP (2018) policy and the NPPF (2021) guidance in relation to the purpose and protection of Green Belts, acknowledgement is also made to landscape and design elements that seek to mitigate this as far as possible, as required by criteria 2 and 3 of Policy NH/8.

9.29 CCCLP (2018) Policy 4 (The Cambridge Green Belt) seeks to ensure that new development in the Green Belt will only be approved in line with Green Belt policy in the NPPF (2021), which includes openness. Whilst CCCLP (2018) Policy 8 (Setting of the City) sets out in criterion (a) that development on the urban edge, including sites within and abutting green infrastructure corridors and the Cambridge Green Belt, open spaces and the River Cam corridor, will only be supported where it: responds to, conserves and enhances the setting, and special character of the city, in accordance with the Cambridge Landscape Character Assessment 2003, Green Belt assessments, Cambridgeshire Green Infrastructure Strategy and their successor documents. The reference to Green Belt assessments in criterion (a) refers to the LDA Design Inner Green Belt Study (and supplement) produced to support the local plan, which the applicant's consultants have referenced in their assessment of the Green Belt and the impact of the development on the purposes of the Green Belt.

### Green Belt conclusions

9.30 Substantial weight has been given to inappropriate development in the Green Belt by planning officers, that would by definition result in harm as set out in paragraph 148 of the NPPF (2021). This also takes account of the renewable energy infrastructure taken as inappropriate in relation to paragraph 151 of the NPPF (2021). It is noted that the Travel Hub site is located close to the settlement boundary of Hauxton and the wider red line area to the east of the M11 is adjacent to land being developed at Trumpington Meadows. It is also noted that the development would be adjacent to the Trumpington Meadows Country Park and Nature Reserve. However, by its nature, planning officers agree in part with the applicant that this site would have less physical impact upon openness than other uses and that some mitigation is possible through appropriate landscaping. Some limited weight has been given to these considerations in line with consultation responses received from relevant statutory consultees.

9.31 Of more significance, it has been shown through a site selection process by the applicant that the chosen Travel Hub site has been based on Green Belt considerations, as well as meeting the transport objectives being sought to allow a modal shift that can secure a reduction of traffic into the Cambridge city centre and the Cambridge Biomedical Campus, including the Addenbrooke's complex, as well as a reduction of traffic on the M11 Junction 11 interchange. The benefits set out above in paragraph 9.19 are considered to be significant. Planning officers have therefore assessed the 'very special circumstances' and taking into account all the above factors it is therefore considered that very special circumstances have been demonstrated that can outweigh the harm caused by "inappropriateness" and therefore the proposal is considered to be 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 remaining material planning considerations taken in the overall planning balance ahead of reaching a final decision.

### **Landscape / townscape and visual impact**

9.32 A Landscape and Visual Impact Assessment (LVIA) was submitted by the applicant to set out a study of the landscape character of the area and an assessment of the likely nature and scale of the effects of the proposed scheme on landscape character and visual amenity during construction and operation, including impacts on the landscape and townscape which includes an assessment of the effects on the landscape as a resource in its own right and the visual impact on individual views. The extent of the study area was initially determined by the applicant by digitally mapping the zone of theoretical visibility (ZTV) of the proposed Scheme. The study area for the proposal lies mainly within National Character Area (NCA) 87: East Anglian Chalk. The key characteristics of NCA 87 relevant to the study area that were drawn out by the applicant's submission include:

- The underlying and solid geology is mainly West Melbury Marly Chalk, with distinctive chalk rivers including the Rhee and Granta which flow in gentle river valleys across the NCA. The chalk aquifer is used to supply potable water in the area and supports flows of springs and chalk streams;
- The rolling downland, mostly in arable production, has sparse tree cover but distinctive beech belts along long, straight roads;
- Remnant chalk grassland, including road verges, supports chalkland flora and invertebrates, such as the chalkhill blue butterfly; and
- There are a number of expanding commuter villages generally within valleys.

The study area also includes the eastern edge of NCA 88: Bedfordshire and Cambridgeshire Claylands, but as outlined in the applicant's submission exhibits fewer of its key characteristics. A National Character Area (NCA) is a natural subdivision of England based on a combination of landscape, biodiversity, geodiversity and economic activity. There are 159 NCAs and they follow natural, rather than administrative, boundaries. They are defined by Natural England, the UK government's advisors on the natural environment.

9.33 The importance of the landscape is reflected in national planning guidance with the NPPF (2021) stating that the planning system should contribute to and conserve & enhance the natural and local environment as set out in paragraph 174. In accordance with this theme, SCDCLP (2018) Policy NH/2 (Protecting and Enhancing Landscape Character) sets out that *'Development will only be permitted where it respects and retains, or enhances the*

*local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located*. CCCLP (2018) Policy 59 (Designing landscape and the public realm) also sets out to ensure that the landscape elements of proposals are well considered and requires the following:

*External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. High quality development will be supported where it is demonstrated that:*

- a. the design relates to the character and intended function of the spaces and surrounding buildings;*
- b. existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are retained and protected;*
- c. microclimate is factored into design proposals and that public spaces receive adequate sunlight;*
- d. materials are of a high quality and respond to the context to help create local distinctiveness;*
- e. an integrated approach is taken to surface water management as part of the overall design;*
- f. a coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art;*
- g. trees and other planting is incorporated, appropriate to both the scale of buildings and the space available;*
- h. species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate; and*
- i. the design considers the needs of all users and adopts the principles of inclusive design.*

- 9.34 In relation to concerns raised as part of the initial consultation exercise, updated and additional information was submitted by the applicant to address the landscape and visual matters raised by the GCSP Landscape consultant. This included landscape design drawing sheets, technical note on updated earthworks information, figures showing the proposed cross sections and distribution of surplus topsoil and subsoil plans, and an addendum to Chapter 10 and Appendix H1 of the ES. Together these documents provided an assessment of the landscape value of the site and surroundings, which recommended measures to mitigate any negative impact from the proposal.
- 9.35 The GCSP landscape consultant noted that the ES and Chapter 10 Addendum confirms that there would be adverse landscape and visual effects, albeit these are ranked in the ES as being not significant in EIA terms. However, the GCSP landscape consultant drew attention to the fact that Policy NH/2 does not refer to significant harm, rather it is a test of new development needing to respect and retain or enhance the local character and distinctiveness of the local landscape and of the individual NCA in which it is located. The GCSP landscape consultant therefore acknowledged that there were a range of adverse impacts concluded in the ES Chapter 10 Addendum (LVIA) that would suggest that the proposed development does not fully meet Policy NH/2. Therefore in their opinion the landscape proposals and commitment to long-term management secured via a Landscape and Ecological Management Plan, might be capable of offsetting some of the harm that would arise from the proposal, albeit the function, landscape character and appearance of this part of the local landscape would be markedly altered.

- 9.36 Following receipt of further information on the earthworks proposals on the Travel Hub site and adjustments made by the applicant to site levels to achieve a better balance of cut and fill material, the GCSP landscape consultant also acknowledged that the proposed creation of 1 metre (3.28 feet) high bunds, the spreading of 450mm (1.48 feet) depth topsoil in the planning beds in the Travel Hub site, and raising of levels by 300mm (0.98 feet) across proposed soft landscape areas is acceptable as an overall principle. However, the GCSP landscape consultant raised a number of comments relating to the suitability of using the topsoil in areas of species-rich grassland and requested further detail and specification in relation to a Soil Strategy and specification for stripping, storage and laying of topsoil to mitigate compaction, to be required by condition should planning permission be granted. The proposed areas of raised levels / bunding would need to be keyed in and smoothly marry to existing contours / landform, avoiding any artificial or engineered landforms that could impact on the visual amenity of this area. Works proposed to remove trees from land adjacent to the existing park and ride site to accommodate the new bus route as part of the wider proposals were also considered, and for the purposes of assessment officers have taken a worst-case-scenario on these all needing to be removed within the urban setting when assessing the visual impact. The impacts of removing, or potentially reducing this section of trees, is also discussed in more detail in the residential amenity section of this report (paragraph 9.111).
- 9.37 In addition to the points raised above, the GCSP landscape consultant also confirmed that they continue to raise a design issue with the layout of part of the shared user path and the adjoining access road that *'unfortunately results in a lack of meaningful landscape treatment and poor amenity for users of the path where they pass through the main part of the travel hub site'* in their opinion. The applicant acknowledged that the route of the path meant that a narrowing of landscaping was necessary in order to meet wider requirements such as drainage matters and that the path width was retained in line with local standards. Even with this design feature leading to a pinched layout along the eastern side of the non-motorised user (NMU) path, the applicant has confirmed that the landscaping proposed in this area would still be in the region of 0.5 metres (0.55 yards) and would therefore not be unacceptable in landscape design standards. Planning officers are of the view that the retention of the path width and wider constraints that have led to this decision by the applicant, make this reduction in landscaping acceptable, whilst acknowledging the concerns raised by the GCSP landscape consultant and the need to balance out all the material planning elements in making a final decision.
- 9.38 Planning officers acknowledge that the NMU shared user path pinches very close to the western edge of the proposed access road and perimeter road around the car park, where the verge tapers from 0.5 metres (0.55 yards) to 1.5 metres (1.64 yards) in width allowing grass and some tree planting to the wider areas, but also accommodating lighting columns (that have the potential to conflict with the tree locations in the south if not designed carefully at the final design stage) and road/pavement kerbs etc. As noted in paragraph 9.37 above, planning officers acknowledge that this space would provide a reduced edge treatment and buffer to the NMU path, where users could be exposed to close proximity views, noise and pollution from the adjoining vehicles. However, the applicant has confirmed that the route of the path has taken account of wider sensitivities, such as drainage matters, wildlife constraints in existing trees, whilst also considering the desire lines for cycling, which means that its alignment has been brought more into the more open parts of the proposal. In this regard, Viewpoint 6A of the LVIA is pertinent (albeit slightly further south along the path) which planning officers have considered following the response from the GCSP landscape consultant. From here, the GCSP landscape consultant confirmed that there would be more open views than those that appear to have

been considered in the assessment. Notwithstanding this, the GCSP landscape consultant confirmed that the LVIA concludes that those views would be subject to a major adverse magnitude of change during operation and residual (resulting in a moderate adverse significance of effect). In the round, the GCSP landscape consultant considered this to be a fair overall judgement. Clearly some localised improvement could have been achieved had more space for landscape treatments been made available in the layout in their opinion, but no objection was made to the proposals.

- 9.39 In providing their assessment of the applicant's proposal, the GCSP landscape consultant provided as a general comment, that they considered that similar to Chapter 10 of the ES, the Addendum provided in line with their concerns raised is largely clear and concise, which is to be welcomed. The methodology is considered to be generally compliant with the thrust of the guidance in the Design Manual for Roads and Bridges, and where appropriate, the third edition of the Guidelines for Landscape Visual Impact Assessment, and the minor queries that they previously raised have been addressed.
- 9.40 Whilst acknowledging that the proposals do not fully meet SCDCLP (2018) Policy NH/2 and CCCLP (2018) Policy 59, the landscape proposals and commitment to long-term management secured via a Landscape and Ecological Management Plan, are considered by planning officers to be capable of offsetting some of the harm that would arise from the proposal, albeit the function, landscape character and appearance of this part of the local landscape would be markedly altered as acknowledged by guidance provided by the GCSP landscape consultant as a statutory consultee. As such, planning officers have acknowledged this conflict in the planning balance, alongside the Cambridge Green Belt issues set out above, to be weighed together before reaching a final conclusion.

### **Heritage considerations, including the setting of the City of Cambridge**

- 9.41 Chapter 16 of the NPPF (2021) seeks to conserve and enhance the historic environment. Paragraph 194 of the NPPF (2021) requires in *'determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance'*. Furthermore, paragraph 197 of the NPPF (2021) requires *'In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness'*.
- 9.42 In addition to the national guidance set out in the NPPF (2021) above, SCDCLP (2018) Policy NH/14 (Heritage Assets) sets out that *'Development proposals will be supported when they sustain and enhance the significance of heritage assets, including their settings, as appropriate to their significance and in accordance with the National Planning Policy Framework, particularly: c. Designated heritage assets, i.e. listed buildings, conservation areas, scheduled monuments, registered parks and gardens; d. Non-designated heritage assets including those identified in conservation area appraisals, through the development process and through further supplementary planning documents; e. The wider historic landscape of South Cambridgeshire including landscape and settlement patterns; f. Designed and other landscapes including historic parks and gardens, churchyards, village greens and public parks; g. Historic places; h. Archaeological remains of all periods from*



*the earliest human habitation to modern times'. CCCLP (2018) Policy 61 (Conservation and enhancement of Cambridge's historic environment) also sets out to ensure that the historic environment is protected stating that 'To ensure the conservation and enhancement of Cambridge's historic environment, proposals should: a. preserve or enhance the significance of the heritage assets of the city, their setting and the wider townscape, including views into, within and out of conservation areas; b. retain buildings and spaces, the loss of which would cause harm to the character or appearance of the conservation area; c. be of an appropriate scale, form, height, massing, alignment and detailed design which will contribute to local distinctiveness, complement the built form and scale of heritage assets and respect the character, appearance and setting of the locality; d. demonstrate a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits, alongside assessment of the potential impact of the development on the heritage asset and its context; and e. provide clear justification for any works that would lead to harm or substantial harm to a heritage asset yet be of substantial public benefit, through detailed analysis of the asset and the proposal'.*

- 9.43 As part of the applicant's submission, heritage matters were included in Chapter 9 of the Environmental Statement 'Historic Environment', where both temporary and permanent construction and operational effects on heritage assets were considered in the assessment. Temporary effects were considered from the construction-related activities, whereas permanent effects were considered as either physical effects on the integrity of the asset or effects on their setting, which includes the setting of the City of Cambridge. Baseline information was gathered from within a 1km study area around the Scheme area to establish the archaeological potential and undertake historic environment assessment within. The study area used seeks to provide a comprehensive assessment of designated and non-designated heritage assets that might be directly or indirectly affected either physically or through changes to their setting to aid the decision-making process in this regard. Whilst outside of the 1km study area the Grade I listed Church of St Mary and St Michael, Trumpington was also included in the applicant's assessment based on comments received from Historic England at the pre-application stage back in April 2019 relating to potential low-level harm to the Grade I listed Church of St Mary and St Michael, Trumpington, as a result of development to the south of the asset.
- 9.44 In assessing the applicant's Environmental Statement (ES), Historic England acknowledged that the site is situated midway between three scheduled monuments (Noted in the Environmental Statement as MM001, MM002 and MM003) and close to a number of other heritage assets including the Grade I listed church of St Edmund at Hauxton (MM004) and the Grade I listed Church of St Mary and St Michael at Trumpington. Historic England noted the ES and the underpinning Desk Based Assessment (DBA) have assessed these assets and agreed that the weighting given was appropriate. The churches have high heritage values and the scheduled monument form an important group of designated buried archaeological remains. They also noted the impact upon the Church in Trumpington was included in the assessment following their previous advice and that further discussion was undertaken with regards to the safeguarding of the two grade II milestones. Overall, they noted the results of the impact assessment in relation to the designated heritage assets and did not wish to make any further comments in that regards. As such, they confirmed that Historic England does not object in principle to the scheme.
- 9.45 Whilst confirming they did not object to the scheme, in providing their response Historic England confirmed that their one concern was that three designated assets (Scheduled Monuments) are evenly spaced around the area with the development roughly in the centre. In recent years the amount of development in the wider area has provided an

unprecedented level of information about the historic landscape. They were very much of the view that there was clearly an important multi-period landscape in this area of which some discreet areas are designated, whilst much remains undesignated. As a landscape they felt it needed to be considered more holistically and although mitigation by excavation and preservation by record is an appropriate response to the non-designated archaeological assets within the red line boundary, their view was that the applicant's ES lacked a broader level of understanding of the historic landscape. In dealing with assets only as individual sites does not establish the value of synthesis. They therefore confirmed that they would value further comment from the applicant as to how they plan to bring this matter to the fore, and how they will seek to balance the impact upon the heritage assets from the proposal. In particular, how they would seek to develop an understanding of the finding of the archaeological discoveries made as part of the work, linked to this wider archaeological landscape amongst the future users of the development.

- 9.46 To address the points made by Historic England in paragraph 9.45 above, the applicant's consultant provided an updated heritage and archaeological section in their resubmission. This acknowledged the importance of not only addressing the archaeology as per individual sites, but also for placing these sites within a wider archaeological and historic landscape context. They also referenced their technical appendix to the ES that sort to show this wider context and how the Travel Hub site is framed by the wider landscape. They confirmed that the research carried out across the immediate surrounding area was pertinent and was engaged with to inform the baseline for the assessment. Moreover, going forward they confirmed this baseline, in addition to the results of the pre-construction archaeological excavation, will be disseminated as part of a series of interpretation / information boards across the Scheme for end users to engage with the wider archaeological context. While the content of the information to be presented on the boards is yet to be confirmed, the idea was raised by, and discussed with, the Historic Environment Team at the County Council which is being secured by planning condition. Whilst the consideration of archaeology is discussed further in the next section of the report below, the Historic Environment Team has confirmed their support for this approach; and upon receipt of the additional information, Historic England confirmed that they did not have any additional comments, but suggested that officers continued to seek the views of specialist conservation and archaeological advisors, in particular with regards to the requirement for archaeological works and mitigation.
- 9.47 To ensure that the wider historic setting of the City of Cambridge was also given sufficient consideration in line with adopted local planning policies set out above, specialist advice was also sought from heritage colleagues via the GCSP team. As discussed in paragraph 6.10 of this report, confirmation was received that acknowledged that their comments did not address the archaeological aspects of the historic landscape that had already been dealt with by Historic England and the County Council's Historic Environment Team. However, regarding potential impacts on the setting of Cambridge City, they confirmed the site's parking area location being beyond the M11 and south of Trumpington's historic core of settlement, is sufficiently distant from the Cambridge historic core that given the nature of development proposed on the Travel Hub site, there is no visual impact on the historic core. In terms of the wider setting of the city, the proposed Travel Hub site will result in a change to the landscape character from the loss of farmland. However, in their opinion this area of farmland concerned is not known to make a particular contribution to the setting of the city in heritage terms (notwithstanding archaeology) and the development is likely to be perceived as part of the M11 infrastructure. Furthermore, given that the designated heritage Listed buildings of Hauxton Mill nearby to the south, are largely protected by woodland and the site proposals being across the A10 to its North, the increase in vehicle activity in the

vicinity should not harm its setting in their opinion. Safeguarding of the two grade II Listed milestones were considered to be the most important considerations that needed to be protected during the construction stage. As such, no concerns were raised in relation to the scheme on heritage grounds.

- 9.48 As demonstrated by the responses received by Historic England, the Council's Historic Environment Team and the GCSP Heritage Officer, the relevant information has been submitted to allow a decision to be taken in line with both national guidance and local planning policies.
- 9.49 Planning officers consider that sufficient information has been provided by the applicant to ensure that consideration of these points can be made. With the additional clarification and information supplied by the applicant to address the points raised, planning officers consider that the proposals address the national requirements and are in compliance with SCDCLP (2018) Policy NH/14 (Heritage Assets) and CCCLP (2018) Policy 61. Furthermore, with the mitigation measures secured, which includes the interpretation of the wider context of the historic environment (considered further below), officers are of the view that this has a potential benefit that should be acknowledged in the final planning balance.

### **Archaeology**

- 9.50 In addition to the historic environment considerations above, the Council's Historic Environment Team drew attention to paragraph 185 [now 190] of the NPPF which states that heritage features within a development site should be protected. SCDCLP (2018) Policy NH/14 (Heritage Assets) and CCCLP (2018) Policy 61 (Conservation and enhancement of Cambridge's historic environment) both set out in the previous section of this report support this. A field archaeological evaluation took place in August 2019 by the applicant, finding occupation evidence of Iron Age date (c. 6th - 4<sup>th</sup> century BC) and a small Anglo-Saxon cemetery of 6th-7th century AD date (ref: Cox, N. 2020 Cambridge South-West Travel Hub, M11 Junction 11. Archaeological Evaluation Report Oxford Archaeology report no 2372. Cambs Historic Environment Record reference ECB5966). Subsequent discussions between the Council's Historic Environment Team and the archaeological consultants from Mott MacDonald have refined a mitigation scheme that will be required in advance of any development in this area.
- 9.51 Archaeological investigations have been undertaken on site, and whilst the Council's Historic Environment Team does not object to this development, it is recommended that the mitigation strategy is secured by the use of a planning condition. With the benefit of a planning condition to secure this requirement, the proposal is considered to be in full compliance with national guidance set out in the NPPF (2021) and SCDCLP (2018) Policy NH/14 and CCCLP (2018) Policy 61.

### **Protection of Lord's Bridge Radio Telescope**

- 9.52 SCDCLP (2018) Policy TI/7 (Lord's Bridge Radio Telescope) seeks to ensure that development is not granted that would result in any risk of interference to the Mullard Radio Astronomy Observatory at Lord's Bridge. The policy sets out two consultation area requirements based on the Policies Map (Lord's Bridge Consultation Area 1 – that requires consultation with the University of Cambridge and account taken to the risk of interference to the equipment being used in the Observatory, with permission being refused where interference caused could not be overcome by conditions or planning obligations; and Lord's Bridge Consultation Area 2 – that requires development proposals for

telecommunications and microwave operations that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, with permission being refused where interference could not be overcome by conditions or planning obligations). The Travel Hub site is within Lord's Bridge Consultation Area 1 for the purposes of SCDCLP (2018) Policy TI/7 and consultation has taken place with the University of Cambridge

- 9.53 CCCLP (2018) Policy 39 (Mullard Radio Astronomy Observatory, Lord's Bridge) also seeks to ensure that development proposals within the Lord's Bridge Consultation Area, covering the whole of Cambridge City Council's administrative area, which could adversely affect the operation of the Mullard Radio Astronomy Observatory will: a. be subject to consultation with the University of Cambridge; and b. only be granted planning permission where there is no harm to its scientific operation or where any harm can be overcome by measures secured by condition or planning obligation.
- 9.54 Both local policies acknowledge the international importance of Lord's Bridge and the need to ensure that it is protected from inappropriate development. In recognition of this protection the applicant undertook pre-application discussions with the University of Cambridge to ensure that the design being brought forward would be possible and demonstrated how their advice had been included in the planning application; which is acknowledged in the University's response set out in paragraph 6.36 of this report.
- 9.55 The University of Cambridge (Estates Team) confirmed that they were comfortable that the designs have been prepared such that, provided they are implemented in the form shown, they will not pose a threat to the Lord's Bridge facility. However, they have requested that any changes to the scheme, such as lighting design or heights / materiality of the proposed structures etc. should trigger additional consultation with them to ensure their advice holds weight. Furthermore, further consultation should take place with regard to the emerging technical designs before they become embedded within the scheme, such as the convertors to be incorporated within the solar array and communication with buses etc. so that any required mitigation to control radio interference / suppression measures etc. can be incorporated within the design as it develops.
- 9.56 On the basis that both a planning condition and informative are recommended to safeguard the points raised by the University of Cambridge, the proposal is considered to align with the principles set out in SCDCLP (2018) Policy TI/7 and CCCLP (2018) Policy 39.

### **Ecology and Biodiversity**

- 9.57 Paragraph 180(d) of the NPPF (2021) requires proposals to demonstrate a net gain in biodiversity on the site and sets out that '*development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity*'.
- 9.58 SCDCLP (2018) Policy NH/4 supports development which preserves and enhances biodiversity with opportunities to be taken to achieve positive gain from the design of the development with priority given to those sites which assist in the achievement of targets in the Biodiversity Action Plans (BAPs) and aid delivery of the Cambridgeshire Green Infrastructure Strategy. SCDCLP (2018) Policy NH/6 (Green Infrastructure) seeks to ensure that green infrastructure in the district is conserved and enhanced to ensure that there is no loss or harm to the network unless the need and benefits of the development demonstrably

outweigh any adverse impacts; that proposals to reinforce, link, buffer and create new infrastructure will be encouraged; the delivery of strategic green infrastructure and priorities will be supported; and that new developments contribute to the enhancement of the green infrastructure network, where contributions will be established for the enhancement and on-going management costs. Furthermore, in the surrounding context of the Travel Hub site the Cambridge Southern Fringe Area Action Plan (2008) sets out the implementation of a Countryside Enhancement Strategy (which led to the creation of the Trumpington Meadows Country Park and Nature Reserve) and for the Travel Hub site itself Policy CSF/5 1(b) to (e) seeks the following:

- b) Hedgerow planting on field boundaries in the agricultural land between Hauxton Road and the Trumpington Meadows Country Park;
- c) New footpaths, cyclepaths and bridleways creating routes through the area from Hauxton Mill and linking to the Granchester Road;
- d) Measures to protect and enhance wildlife habitats, including managed public access to the river banks; and
- e) Noise attenuation on the northern side of the M11 through the creation of new landscape features which are compatible with the river valley character.

- 9.59 CCCLP (2018) Policy 69 (Protection of sites of biodiversity and geodiversity importance) seeks to protect existing local nature sites and where permission is permitted proposals must include measures to (a) minimise harm; (b) to secure achievable mitigation and/or compensatory measures; and (c) where possible enhance the nature conservation value of the site affected through habitat create, linkage and management. Whilst the Travel Hub site is not a site of biodiversity, it is adjacent to the Trumpington Meadows Country Park and Nature Reserve, which does need to be considered in the planning balance. As set out in supporting text to CCCLP (2018) Policy 69 *‘Proposals on or adjacent to a site of local conservation importance should not be granted without proper consideration of the potential to enhance the designated site’s biodiversity through enhanced management, habitat creation or the formation of new linkages with adjacent habitat areas’*.
- 9.60 CCCLP (2018) Policy 70 (Protection of priority species and habitats) is also relevant, where it states that *‘Development will be permitted which: a. protects priority species and habitats; and b. enhances habitats and populations of priority species’* and also CCCLP (2018) Policy 71 (Trees) that seeks to preserve, protect and enhance existing trees including the protection of potential root damage to trees of amenity or other value. Furthermore, The Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (January 2020) includes a section on Biodiversity and Geodiversity (Section 3.5) which sets out why biodiversity is an essential part of sustainable development and the conservation and enhancement of biodiversity should be considered as a key element of good design. Both the 2018 Cambridge and South Cambridgeshire Local Plans, alongside national planning policy in the NPPF (2021), requires new development to protect and enhance biodiversity, giving consideration to the conservation status of species and habitats and recognising the role that a multifunctional approach to the design of developments has to play in helping to enhance biodiversity. Net biodiversity gain is an approach to development that aims to leave the natural environment in a measurably better state than beforehand; and development that adopts a biodiversity net gain approach seeks to make its impact on the environment positive, delivering improvements through habitat creation or enhancement after avoiding or mitigating harm as far as possible. Consideration also needs to be given to the guidance in the Biodiversity (July 2009), Trees and Development Sites (January 2009) and District Design Guide (March 2010) supplementary planning guidance documents. However, given the age of the guidance documents very

limited weight has been afforded to them by officers, and the weight has instead been placed on the adopted local plan policies and guidance in the Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (January 2020) and NPPF (2021) highlighted above.

- 9.61 To help support the proposals and demonstrate consideration of the protection afforded by both national and local planning policies the applicant submitted a Phase 1 ecology survey together with a Landscape and Ecological Management Plan (Mott Macdonald, 28 May 2020). Whilst further information and discussions needed to take place with the Ecology Officers from the County and District, alongside wider ecology groups, planning officers are content that all statutory consultee holding objections have been removed and subject to final design confirmation, the proposals are able to create appropriate biodiversity net gain to meet the requirements of both national and local planning policy. The mitigation measures set out in the Letter of Comfort dated 19 July 2021 and the pre-commencement conditions recommended to ensure the final details are agreed ahead of construction, ensure that the environmental net gain benefits are controlled and deliverable to protect the adjacent Trumpington Meadows Country Park and Nature Reserve.
- 9.62 Representations have been made regarding the loss of biodiversity from development of the site which comprises three arable fields. These concerns have been considered, and whilst the proposal would result in the loss of the existing fields the applicant has provided details which demonstrate that the proposal would also support and increase biodiversity on site. This would include the principles of reinstatement of native hedgerow species such as Hawthorn, Blackthorn and Field Maple around all site boundaries, the provision of ecological enhancement areas such as habitat areas, and tree planting across the site which would widen the diversity of vegetation at the site and provide micro habitats for species such as birds and insects. NPPF (2021) paragraph 180(d) encourages ecological enhancements which would provide a net gain in biodiversity on site. The applicant's ecologist has provided details of the proposed net gain, the principles of which will be used to inform the final designs. The CCC Ecology Officer has confirmed that the landscaping and mitigation proposed would ensure ecological enhancements at the site would provide a net gain in biodiversity on the site. However, to ensure that an appropriate baseline is agreed and that any changes to the final designs are used as a basis for this to be measured, a pre-commencement condition has been recommended to allow for any final changes to be made (if necessary) in line with the approved details set out in draft condition 3.
- 9.63 Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites and they are generally supportive of the biodiversity mitigation and enhancement proposals detailed in the Landscape and Ecological Management Plan (Mott Macdonald, 28 May 2020). However, they advised that delivery of the proposed measures should be secured through appropriate planning conditions.
- 9.64 In considering the ecology and biodiversity impacts and mitigation measures put forward by the applicant to achieve a net gain in biodiversity, in line with both national and local planning policies, planning officers have also considered the potential pressures placed on the adjacent Trumpington Meadows Country Park and Nature Reserve (outside of the red line planning application area), resulting from placing a Travel Hub in this location. To help inform these considerations planning officers have undertaken discussions with a representative from the Wildlife Trust and the County Council's Ecology Officer, to ensure that a full appreciation of the concerns were understood; and the inclusion of the Letter of

Comfort dated 19 July 2021 has been brought forward as a result of this assessment to ensure that appropriate mitigation and monitoring is secured if planning permission is granted. Further detail on the final ecology and biodiversity (linked in with the landscaping schemes to be delivered) have been controlled by the draft planning conditions proposed by planning officers (that have been accepted by the applicant's planning agent) which will be informed by the final scheme designs and highway improvements to further safeguard the delivery of these improvements and long-term maintenance plans for the benefit of the natural environment.

- 9.65 In line with the Cambridge Southern Fringe Area Action Plan (2008) the applicant has also sought to demonstrate compliance with Policy CSF/5 1(b) to (e) in proposing the retention of existing hedgerow where possible; the creation of the new NMU route that can be used as a bridleway to connect the area from Hauxton Mill to Granchester Road; putting measures in place to protect and enhance wildlife habitats, including providing mitigation to land outside the red line boundary area to manage public access to the river banks; and ensure that the Noise attenuation created on the northern side of the M11 is retained and re-profiled to allow for the bus route, whilst maintaining the height and approved profiles agreed under S/2501/16/DC Discharge of Condition 50 (parts e and g – earth bund) of outline planning consent S/0054/08/O (Approved May 2016). In the officer report for S/0054/08/O the principle of maximising the disposal of spoil arisings on site in an earth bund positioned on the boundary with the M11 is discussed, which acknowledged that the contours of the bunds extended towards the adjacent footpath with approved heights of up to 3.5 metres (11.48 feet) above surrounding land levels. What is being proposed by the applicant is consistent with this wider approval, but to ensure that this is confirmed in any final amendments that may come out of the final designs, this information will be required through the landscaping information. Furthermore, to ensure that the concerns raised by Deloitte on behalf of Grosvenor Britain & Ireland (Grosvenor) and Universities Superannuation Scheme (USS) as landowners, in relation to the bunds, access to swales and re-instatement of the existing path down to the river for the drainage route proposed, safeguards are proposed in draft conditions 5 and 9 to ensure that these aspects are adequately controlled.
- 9.66 Whilst it is acknowledged that the long term maintenance of the proposals will be undertaken by the applicant through a commercial contract that will be let outside the remit of this planning application, which means that we cannot assume that it will be the Wildlife Trust managing this Travel Hub site, it does still need to be designed to complement the neighbouring land uses. As such, irrespective of who will be the successful management body, the proposed planning conditions, with the benefit of the applicant's Letter of Comfort dated 19 July 2021, are considered necessary, directly related to the development and reasonably related in scale and kind to meet tests for planning conditions set out in paragraph 57 of the NPPF (2021). In ensuring that such arrangements are put in place, planning officers consider that the long-term arrangements and mitigation measures sought by SCDCLP (2018) Policy NH/6 (Green Infrastructure) are appropriately controlled by the recommendations set out in this officer report.
- 9.67 Officers acknowledge the ecological enhancements to improve biodiversity on site and the demonstration of net gain to meet the minimum 10% required by planning policy. Furthermore, with the setting of a baseline biodiversity net gain assessment and further monitoring over the next 25 years (with a habitat monitoring scheme and reports submitted in years 2, 5, 10, 20 and 25 years, with remedial actions required if the desired outcomes are not achieved) as part of the proposed draft Landscape Ecological Management Plan (LEMP) condition, planning officers acknowledge as part of their planning balance that it is



likely that the proposals will exceed this minimum and have the potential to deliver real benefits to this area. As such it is considered that with the mitigation measures sought, the proposals are in compliance with SCDCLP (2018) Policies NH/4 and NH/6; CCCLP (2018) Policies 69, 70 and 71; Southern Fringe Area Action Plan (2008) Policy CSF/5 1(b) to (e); paragraph 180(d) of the NPPF (2021); and guidance in the Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (January 2020). As such, subject to careful design and management controlled by the recommended draft planning conditions and the Letter of Comfort dated 19 July 2021 put forward by the applicant, planning officers consider the opportunities for biodiversity net gain and wider access to the neighbouring Trumpington Meadows Country Park and Nature Reserve should be seen as a benefit in the planning balance exercise.

### **Best and most versatile Farmland**

- 9.68 SCDCLP (2018) Policy NH/3 states that planning permission would not be granted for development which would lead to the irreversible loss of Grades 1-3a of agricultural land unless sustainability considerations and the need for development are sufficient to override the need to protect the agricultural value of the land (NH/3(1)(b)). Whilst paragraph 174 of the NPPF (2021) seeks to protect, conserve and enhance the natural environment by setting out the following:

*Planning policies and decisions should contribute to and enhance the natural and local environment by:*

*a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*

*b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*

*c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*

*d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*

*e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*

*f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.*

- 9.69 From the Planning Statement (Strutt and Parker, May 2020) the applicant acknowledges that the proposed development would result in the loss of approximately 33 hectares (81.5

acres) of Best and Most Versatile (BMV) agricultural land. The majority of which they confirm is Grade 2 Agricultural Land with a small portion of the overall site (approximately a third of the size of the southernmost field) is Grade 3 Agricultural Land (see Agenda Plan 4). The need for the development has been set out by the applicant and this is demonstrated in paragraphs 9.2 – 9.4. The applicant also notes that South Cambridgeshire has a significant resource of good quality agricultural land, particularly around Cambridge and the larger settlements which is where the most sustainable growth for development is located.

- 9.70 As already noted above, the proposal site would lead to the irreversible loss of approximately 33 hectares (81.5 acres) of Grade 2 and 3 agricultural land, which must be assessed against both national and local planning policy. Natural England notes the loss of this BMV agricultural land for this development, and as acknowledged in paragraph 6.22 of this report, they highlighted their response to the EIA Scoping consultation (Natural England ref 289486) for this development where they advised that impacts to BMV land should be appropriately considered in light of the Government's policy for the protection of the BMV agricultural land as set out in paragraph 174 of the NPPF (2021). In terms of EIA, BMV land (Grades 1,2 and 3a in the Agricultural Land Classification system ) is a receptor of very high or high sensitivity (depending on the ALC grades present) and the loss of 20 ha (or more) of BMV agricultural land would typically give rise to a major (or v large/large) adverse impact (according to DMRB LA104/109 or EIA Handbook 3rd Edition significance methodologies) depending upon the amount of the different ALC grades affected and any mitigating circumstances in their opinion. As such they recommended that soils should be considered in the context of the sustainable use of land and the ecosystem services they provide as a natural resource, as also highlighted in paragraph 174 of the NPPF. They emphasised that this information has not been provided within the Environmental Statement. However, as also noted in paragraph 6.22 of this report Natural England has accepted that this was as a result of planning officers not scoping BMV into the EIA rather than this being an omission by the applicant. As such, it is for the Council to demonstrate consideration of this matter in their planning balance to comply with paragraph 174 of the NPPF.
- 9.71 Officers have followed the guidance set out in Annex A of Natural England's response in relation to BMV land and have ensured a map of the ALC was sought to better understand the impacts of the proposed scheme. Having reviewed this in discussion with Natural England colleagues (noting that Grade 2 agricultural land is predominant in the area), and that the irreversible loss of agricultural land has been based on sustainability considerations and the need for development as set out in paragraphs 9.2 to 9.4, and the key benefits identified in paragraphs 9.19 and 9.20 that are considered sufficient to override the need to protect the agricultural value of the land (NH/3(1)(b)), officers consider the proposal is broadly compliant with policy NH/3 of the SCDCLP (2018) and in particular NH/3 (1)(b). Furthermore, sufficient evidence has been reviewed to demonstrate consideration of paragraph 174 of the NPPF where criterion (a) requires the protection and enhancement of *valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)*; criterion (b) requires recognition of the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic *and other benefits of the best and most versatile agricultural land*, and of trees and woodland; criterion (e) requires the prevention of new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, *unacceptable levels of soil, air, water or noise pollution or land instability*; and criterion (f) requires the remediation and mitigation of *despoiled, degraded, derelict, contaminated and unstable land, where appropriate*. As such, subject to the proposed draft Soil Strategy Plan

condition, discussed with Natural England colleagues, planning officers are content that the sustainable measures and need for development have been assessed appropriately to demonstrate compliance with both national and local planning policy.

**Transport and parking considerations, including consideration of COVID-19 on travel patterns and transport modelling for the proposal**

- 9.72 The NPPF (2021) requires that plans and decisions ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, and that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development on the road network are severe in line with NPPF paragraph 111.
- 9.73 SCDCLP (2018) Policy TI/2 (Planning for Sustainable Travel) supports sustainable modes of transport, particularly for larger developments together with a subsequent reduction in car usage. The full requirements of the policy are reproduced below for ease of reference:
- 1. Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.*
  - 2. Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport, including:*
    - a. Provision of safe, direct routes within permeable layouts that facilitate and encourage short distance trips by walking and cycling between home and nearby centres of attraction, and to bus stops or railway stations, to provide real travel choice for some or all of the journey, in accordance with Policy HQ/1;*
    - b. Provision of new cycle and walking routes that connect to existing networks, including the wider Rights of Way network, to strengthen connections between villages, Northstowe, Cambridge, market towns, and the wider countryside;*
    - c. Protection and improvement of existing cycle and walking routes, including the Rights of Way network, to ensure the effectiveness and amenity of these routes is maintained, including through maintenance, crossings, signposting and waymarking, and, where appropriate, widening and lighting;*
    - d. Provision of secure, accessible and convenient cycle parking in accordance with Policy TI/3; e. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the aims of the Cambridgeshire Local Transport Plan and South Cambridgeshire Community Transport Strategy.*
  - 3. Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts (such as noise and pollution) and impact on amenity and health. This will be achieved through direct improvements and Section 106 contributions and/or the Community Infrastructure Levy (CIL), to address transport infrastructure in the wider area including across the district boundary.*

4. Developers of 'larger developments'<sup>1</sup> or where a proposal is likely to have 'significant transport implications'<sup>2</sup> will be required to demonstrate they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts through provision of a Transport Assessment and Travel Plan. All other developments will be required to submit a Transport Statement. Where a Transport Assessment / Statement or Travel Plan is required, a Low Emissions Strategy Statement should be integrated.

5. Travel Plans must have measurable outputs, be related to the aims and objectives in the Local Transport Plan and provide monitoring and enforcement arrangements. Planning obligations may be an appropriate means of securing the provision of some or all of a Travel Plan, including the requirement for an annual monitoring and progress report. Submission of area-wide Travel Plans will be considered in appropriate situations. Outline planning applications are required to submit a framework for the preparation of a Travel Plan.

9.74 SCDCLP (2018) Policy TI/3 (Parking Provision) seeks to ensure that car and cycle parking and related infrastructure e.g. electric charging point facilities are provided through a design led approach in line with the indicative standards set out in Figure 11 of the local plan. Criterion 2 of the policy requires that car parking provision needs to '*take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility*'.<sup>3</sup> Whilst Criterion 3 of the policy confirms that the '*Council will encourage innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points*'.

9.75 CCCLP (2018) Policy 5 (Sustainable transport and infrastructure) has similar objectives to Policy TI/2 above. Whilst CCCLP (2018) Policy 82 (Parking Management) sets out parking standards in line with Policy TI/3 above. Colleagues in the Transport Assessment Team have considered the policy context when considering the transport information submitted as part of these proposals.

9.76 The Travel Hub site is proposed to comprise on-site car parking provision of 2,150 car parking spaces inclusive of 1,934 standard spaces, 108 designated Blue-Badge spaces, 670 solar carport spaces with ducting over the whole Travel Hub to allow the expansion of solar carports in the future if desired, and 108 'Slow EV' charging points.

9.77 The methodology to determine car parking provision is considered acceptable for use by the CCC Transport Assessment Team. It is proposed that in the opening year of 2023, the Travel Hub site will initially provide 326 cycle parking spaces inclusive of 160 cycle parking spaces in the form of Sheffield stands, 16 cycle parking spaces for non-standard cycles, and 150 cycle parking lockers. It is noted land will be safeguarded at the Travel Hub site to allow for on-site cycle parking provision to be expanded in the future to a maximum

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<sup>1</sup> Larger development includes proposals of over 20 dwellings or 0.5 hectares for residential development and over 1,000m<sup>2</sup> or 1 hectare for other development.

<sup>2</sup> Developments with 'significant transport implications' are those: In particularly congested locations and/or generating larger numbers of trips; Where there are particular local travel problems; That will have an adverse impact on an existing, or will result in the declaration of new, Air Quality Management Area or an unacceptable adverse impact on local air quality.

<sup>3</sup> Minimum levels of car parking for people with impaired mobility will be required in accordance with national guidance.

provision of 538 cycle parking spaces inclusive of 204 cycle parking lockers. Cycle parking at the Travel Hub site is estimated to initially operate at 87% capacity. The initial on-site cycle parking provision is expected to cover the demand for spaces. On-site cycle parking provision will be monitored and managed and if additional cycle parking spaces are required, it is noted these will be delivered by the applicant. The applicant is happy to accept a 'monitor and manage' planning condition regarding the provision of on-site cycle parking should planning permission be granted.

- 9.78 In terms of the transport baseline data the Local Highway Authority has confirmed that they are satisfied with the baseline data obtained and used within the submitted transport assessment. The localised network peak periods identified as 07:00 - 08:00 in the AM peak and 17:00 - 18:00 in the PM peak are agreed by the CCC Transport Assessment Team; as are the 2018 baseline traffic flow diagrams for the AM and PM peaks. Assessment of collision data analysis has also been considered based on 60 months' worth of available access data obtained from the Council, based on the study area agreed by colleagues in the Transport Assessment Team. No accident cluster sites were identified that needed to be considered as part of this planning application.
- 9.79 The methodology used to determine the proposed trip rate for cars at the new Travel Hub site is considered acceptable by the CCC Transport Assessment Team, where the Travel Hub site is anticipated to generate 497 trips in the AM peak (495 inbound and 2 outbound) and 470 trips in the PM peak (11 inbound and 459 outbound). Transport officers have confirmed that the occupancy profiles and parking demand provided by the applicant's consultants are considered acceptable. It is noted that in the 2036 High Growth Scenario, maximum usage of the Travel Hub site car park is anticipated to reach 84% of its total capacity.
- 9.80 In assessing the proposals the Transport Assessment Team has noted in 2026 the proposed distributional split between the Travel Hub site and the existing Trumpington Park & Ride site will be 61% - 39% respectively; whilst in 2036 the proposed distributional split between the Travel Hub site and existing Trumpington Park & Ride will be 60% - 40% respectively, which is considered acceptable by the CCC Transport Assessment Team. At maximum occupancy, the Travel Hub site is anticipated to generate 510 boarders and 27 alighters in the AM peak, and 31 boarders and 245 alighters in the PM peak. The 510 boarders in the AM peak and 245 alighters in the PM peak can be accommodated by the 12 services per hour proposed assuming a typical vehicle capacity of 50-60 passengers. The majority of private coach trips generated by the Travel Hub site are anticipated to occur outside the peak periods, where on-site provision of 12 coach parking spaces has been taken into account.
- 9.81 In providing their assessment of the application, the Transport Assessment Team noted that circa 317 non-motorised user's (NMUs) will travel on the new NMU path in the AM peak and circa 275 NMUs will travel on the new shared-use path in the PM peak. The proposed footway/cycleway is considered suitable to accommodate this future demand by transport colleagues.
- 9.82 In looking at the traffic impact assessment, colleagues in the Transport Assessment Team noted that bus journey times are expected to be reduced in both the AM and PM peak post-development. In the AM peak period, the VISSIM traffic modelling outputs highlight that average bus service journey times will be reduced by circa 9 minutes. In the PM peak period, it is anticipated that average bus journey times would be reduced by circa 12

minutes. Given the new Travel Hub site is proposed to add 6 additional services towards the City Centre, the average waiting time is expected to be reduced as well.

9.83 The following junctions were assessed by colleagues in the Transport Assessment Team as part of the junction capacity assessment, and are considered acceptable:

- Trumpington Park & Ride access junction (signal junction)
- Addenbrookes Road/Hauxton Road junction (signal junction)
- M11 Junction 11 (signal junction)
- Proposed Travel Hub site access/A10 junction (signal junction)

9.84 The Local Highway Authority is satisfied that the development will have an improvement to the capacity at the M11 Junction 11 as a whole in both the AM and PM peaks, and thus overall the junction is acceptable. However, both the Local Highway Authority and Highways England recognise that further tweaks may be required at the detailed stage, which is why further information is sought to build on the detail set out in draft condition 3, to ensure that the planning permission reflects the wider safety audit and highway approvals obtained for the build.

9.85 In assessing the South West Travel Hub development the Transport Assessment Team has considered the following mitigation package put forward by the applicant, which they consider to be acceptable, subject to detailed design:

- A new lit 5 metre wide hard surfaced NMU route over the M11 between the A10 and the A1309/Hauxton Road, including a new purpose-built bridge over the M11.
- A new off-line Public Transport route between the Travel Hub and the A10 Hauxton Road / Addenbrooke's Road junction.
- 326 cycle parking spaces to be provided initially (176 spaces and 150 chargeable lockers), with on-site space safeguarded to allow for a maximum provision of 538 spaces (334 spaces and 204 chargeable lockers), with a 'monitor and manage approach' to be adopted.
- Improved signage and wayfinding along the NMU route, including travel times on signage to key destinations such as Cambridge Biomedical Campus and Cambridge city centre to help encourage further uptake of trips.
- 12 new public transport vehicles an hour serving the new Travel Hub; 6 routing via the Cambridge Guided Busway and serving the Cambridge Biomedical Campus and Cambridge Railway Station; and 6 routing towards the City Centre along Trumpington Road.
- 12 parking spaces for private coaches.
- 108 'Slow EV' charging points included within the on-site car parking provision.
- Circa one third (670) of the total new Travel Hub spaces will be solar carport spaces situated underneath a photovoltaic (PV) panel, with ducting supplied to the whole Travel Hub site, to allow for future provision subject to necessary planning consent (with the solar power generation from the panels forming part of the energy supply for the Slow EV charging points).
- Automatic Number Plate Recognition (ANPR) cameras to be installed on the new two-lane bus only route.
- A new signalled site access from the A10 and local widening of the A10.
- Local widening of the A1039 Hauxton Road.
- Improvements to the M11 Junction 11.
- Improvements to the A1309 Hauxton Road / Addenbrooke's Road signal junction.

- 9.86 It is anticipated that the bus services which will serve the Travel Hub site will be an extension to the existing services to Trumpington Park & Ride instead of a completely new route and service as initially proposed. The applicant has informed highway colleagues that initial discussions have taken place with Stagecoach who have confirmed their acceptance of the scheme. With regards to the service provision, routes and frequencies anticipated for the new travel hub site, an agreement will look to be negotiated with Stagecoach by 2022 by the applicant, with a proposed opening year of 2024 if planning permission is granted. This is confirmed as acceptable by the CCC Transport Assessment Officer. Furthermore, access for private coaches into the Travel Hub site would be taken from the A10 and a separate coach parking area is proposed to be delivered as part of the proposals with a capacity for 12 coaches to park; 6 designated coach spaces and 6 coach spaces parallel to the carriageway which forms a loop around the 6 designated coach spaces. It is noted that the operation of coach parking at the Travel Hub site is proposed to mimic the existing operation at Madingley Road Park & Ride site, which is used by private coaches for a charge of £10 per day. Informal observations made by the applicant at Madingley Road Park & Ride showed that no private coaches arrived prior to or during the AM peak period. The applicant therefore considers that it is unlikely private coaches will arrive during the AM peak at the new Travel Hub. This is confirmed as acceptable by the CCC Transport Assessment Officer. Coach parking at the new Travel Hub is proposed to be controlled via a manually controlled electric barrier.
- 9.87 Whilst the mitigation measures and principles of the proposals as an extension to the existing Trumpington Park and Ride Site from a transport assessment perspective are accepted, as acknowledged above, it is also noted by planning officers that the internal site layout details inclusive of the internal access road, equestrian access, 'left-in left-out' junction, internal site access roundabout, and the NMU route still need to be finalised and agreed with Local Highway Authority Development Management Officer and other appropriate teams at the detailed design stage of the proposals, as discussed in more detail in the Highway improvements and wider highway considerations section below. The internal landscaping arrangements of the Travel Hub site are also likely to be influenced by the final approved highway designs, alongside input from the successful management company being appointed for the future management of the site (as discussed under paragraph 9.67 of this report) which is why draft condition 14 has been recommended to ensure that all relevant statutory consultees are able to input into any final proposals. Furthermore, it is noted that to prevent unauthorised use of the Travel Hub site, including vehicles parking overnight on the land surrounding the site, a ditch is proposed to surround the internal access road and height restrictions will be in place at certain accesses to the site, details of which will need to be checked before finalising the internal layout and wider landscaping proposals.
- 9.88 Whilst acknowledging that the transport information has been accepted by the Transport Assessment Team in principle, subject to final design checks, officers are also aware of the concerns that have been raised by some objectors in relation to the recent COVID-19 pandemic. In particular concerns that, as a result of COVID-19, travel patterns of users and behaviours used to forecast the demand for the scheme have changed; that may have impacted the basis of need since this application was first submitted. Whilst both highway colleagues and planning officers acknowledge the impact that COVID-19 has had on travel behaviours, particularly with more staff choosing to work from home; they also acknowledge that both the existing and future expansion of the Cambridge Biomedical Campus supports various roles, many of which cannot easily be undertaken at home. Such demand is also the case for patients and visitors to some of these facilities, many of which are yet to open to pre-covid appointment levels. Moreover, the Travel Hub site has also been modelled to



assist with a modal shift in journeys not only to these facilities, but also to Cambridge city centre. As such, whilst the impact that COVID-19 has had on travel behaviours should not be ignored, the extension of the existing park and ride provision is considered to complement the existing services to cater for staff, patients and visitors to these facilities that hold not only a national, but also international, reputation; whilst also supporting opportunities for access to alternative modes of sustainable transport.

- 9.89 The proposal has been assessed and is considered acceptable to the Transport Assessment Team and the Local Highway Authority as it would not contribute to unsustainable levels of additional traffic on the local highway network or create an additional highway hazard. Furthermore, an appropriate NMU route and highway mitigation measures have been proposed by the applicant to help mitigate the development and ensure that cycle parking and on site drop off facilities are in place to encourage travel by more sustainable modes of transport. Planning officers have recommended planning conditions that allow the applicant team to progress the Section 278 works required with highway colleagues (as discussed further below) to ensure that the necessary highway improvements are agreed ahead of construction and delivered prior to use, if planning permission is granted. Acceptance of the demand placed on the area by the Cambridge Biomedical Campus (and the future expansion of the site anticipated) alongside the desired access to Cambridge city centre, mean that officers are comfortable with the demand for a Travel Hub site in this location, even taking account of the recent COVID-19 pandemic and changes to travel patterns. 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.

#### **Highway improvements and wider highway considerations including possible future transport schemes**

- 9.90 As already noted in paragraph 9.72 above, the NPPF (2021) requires that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development on the road network are severe in line with NPPF paragraph 111. The transport modelling and assessment work considered in paragraphs 9.72 to 9.89 above, have been used to inform the level of highway improvements required, which also take account of cumulative developments and wider committed transport schemes. The Letter of Comfort dated 19 July 2021 has also been obtained from the applicant team, to ensure that committed sums are agreed for future maintenance as a result of this proposed development.
- 9.91 Vehicular access to the Travel Hub site is proposed to be taken off the A10 in the form of a new signalised T-junction, located circa 550 metres (601.49 yards) to the south of the M11 Junction 11. The A10 is proposed to be widened locally to accommodate the signalised site access junction. The proposed junction is noted to include the following features, which need to be agreed with both Highways Development Management and the Council's Signals Team at the detailed design stage of the development:
- Two-lane exit from the Travel Hub site access road onto the A10 of which one lane will be signalised at the stop line for vehicles turning right onto the A10 southbound, and the second lane will be a slip lane for vehicles turning left onto the A10 northbound. The exit slip lane from site will merge with the two ahead lanes on the A10 circa 100 metres (109.36 yards) north of the Travel Hub site access junction.
  - Two lane entry into the Travel Hub site from the A10 of which one lane will be a dedicated right turn lane for vehicles turning right from A10 southbound, and the second will be an un-signalised slip lane for vehicles turning left into the site from the A10 northbound. The entry

slip to the Travel Hub site from the A10 northbound will extend circa 250 metres (273.4 yards) south of the access junction.

- Three-lane approach to the junction on the A10 northbound, with two signalised ahead lanes and the un-signalised left-turn slip lane into the Travel Hub site on the nearside as described above.
- Two-lane approach to the junction on the A10 southbound, one ahead lane and one right turn lane into the Travel Hub site, both of which will be controlled by the signals.

9.92 The impact of the additional traffic on the network and junction capacity has been assessed above and has been confirmed as acceptable by the Council's Transport Assessment Officer and that the site access junction will be able to accommodate the development for all future year assessment scenarios. The applicant has also had extensive discussions with Highways England in relation to the proposals and mitigation measures being put forward, including potential impacts with the placement of a new bridge over the M11 which is likely to need to go in overnight if planning permission is granted. Final detailed designs will be subject to the separate S278 agreement, which are recommended to be linked into draft condition 14 to ensure that all changes are considered for the scheme as a whole.

9.93 The new segregated Public Transport route is proposed to run from the Travel Hub site, over the upgraded accommodation bridge to the A1309 / Addenbrooke's Road / Trumpington Meadows signalised junction, allowing buses to either continue onto the Guided Busway, to Trumpington Park & Ride, or along Trumpington Road for journeys to the Cambridge Biomedical Campus and Cambridge city centre. To accommodate the Public Transport route north of the A1309 / Addenbrooke's Road junction, the existing Trumpington Park & Ride slip road and bus-only route is proposed to be widened to accommodate two-way flow of buses into and out of the Trumpington Park & Ride site. Owing to width constraints on the proposed northbound approach of the Public Transport Route, and the existing northbound slip road from the junction into Trumpington Park & Ride, the A1309 / Addenbrooke's Road signals will be altered as part of the proposals to accommodate movement from the proposed Public Transport route to the existing Trumpington Park & Ride slip road in both directions in order to prevent buses from waiting to cross each other where the road section into / out of the Trumpington Park & Ride site narrows to one lane. The above junction design has been modelled and is noted by CCC Transport Assessment Team to operate within capacity for all assessment scenarios. Amendments were also made by the applicant to take account of concerns raised by CamCycle. Consideration of the wider impacts of these works around the existing Park and Ride site, including tree removal works to accommodate the widening works, are also considered separately in this officer report to take account of residential and visual amenity.

9.94 To take account of discussions with Highways England and also the Local Highway Authority for traffic flows predicted in this area, modelled under the 'Do something' assessment scenario, the applicant has also included some off-site highway improvements which comprise the following:

- M11 Junction - Widening the northbound off-slip to accommodate two ahead lanes and one dedicated left-turn lane for the A10 which will all be subject to signal control. The widening will continue for approximately 30 metres (32.81 yards) beyond the signals to accommodate left-turn traffic onto the A10. Signals are also proposed for both the A1309 Hauxton Road southbound approach to J11 and the circulatory flow on the approach to this arm, to allow traffic to leave Cambridge.

- A1309 Hauxton Road / Addenbrooke's signal junction - Works to accommodate the proposed Public Transport Route joining the junction at the northbound A1309 approach. The proposed Public Transport Route will increase the lanes on the northbound A1309 approach within the junction vicinity to six lanes. The stop line and traffic signals for the Public Transport Route will be set back from the junction by approximately 70 metres (76.55 yards).
  - A1309 Hauxton Road - Widening the existing two-lane exit from J11 of the M11 onto the A1309 Hauxton Road to accommodate four lanes (two ahead and two left-turn approximately 20 metres (21.87 yards) upstream). The nearside lane adjacent to the verge will be designated for traffic ahead into the existing Trumpington Park & Ride site. A further 70 metre (76.55 yards) upstream, it is proposed to widen the A10 further into the nearside verge to accommodate another A1309 ahead lane. Compared to the existing layout which widens from three lanes (labelled Park & Ride, ahead and left-turn lane) to five lanes (two of each ahead and left-turn lane) approximately 100 metres (109.36 yards) to the south of the Addenbrooke's Road junction, the proposed layout will widen to five lanes approximately 280 metres (306.21 yards) to the south of the Addenbrooke's Road junction.
- 9.95 The junction capacity assessments considered by highway colleagues show the A1309 Hauxton Road / Addenbrooke's Road signal junction post-improvement works will be able to accommodate the development for all future year assessment scenarios. The applicant has confirmed detailed design of the A1309 Hauxton Road / Addenbrooke's Road signalised junction improvement scheme will be agreed with both Highways Development Management and the Council's Signals Team at the detailed design stage of the proposals. Works to the proposed M11 junction 11 have also been confirmed as acceptable by Highways England subject to the final design details being set.
- 9.96 As part of the construction works for the above mitigation measures and highway improvements, planning officers have noted that the construction activities will need to be carried out using "Best Practical Means" to prevent unnecessary nuisance and adequately control impacts that will result from those activities. Furthermore, whilst the recommended draft condition restricts work to daytime hours only, it will be expected that certain activities can only be carried out at times when traffic flows allow closures and diversions, such as the bridge placement over the M11, that also need to be in place for health and safety reasons. It would be expected that these times are likely to be at night and any request for night-time working for health and safety reasons would be considered sympathetically. Additionally, given the distance from residential properties and the already relatively high background noise levels at this location, the small increase in working times requested are likely to be acceptable. Nonetheless, an informative has been recommended setting out what information would need to be produced for such operations to be considered in consultation with the Environmental Health Officer. This aligns with other projects in the area to provide a consistent approach and expectation on the applicant.
- 9.97 In addition to the highway works set out above, a new NMU route is also being proposed, in addition to the retention of the existing path in this area. The alignment of the NMU route put forward by the applicant has taken account of the desire line of users creating a shorter distance, but also the need for lighting to be placed along the route for safety reasons (as discussed with the Police Architectural Liaison Officer) that would not be appropriate along the existing path route that is close to trees used by bats. Furthermore, providing an alternative NMU route as part of the design allowed the applicant's initial proposals of a 3.5 metre (11.48 feet) NMU route to be widened to the 5 metres (16.4 feet) included in their submission. Planning officers have acknowledged that the applicant's proposed layout has been designed to reflect the consideration of environmental, ecological, operational, lighting

and security factors, as well as making a more direct route for all non-motorised users, which is in line with both national and local planning policy. The existing path will remain in place and will still be used by the Wildlife Trust and can be used as needed or desired for leisure purposes as is currently the case.

- 9.98 Whilst the proposals have received a wide range of support from equestrian users, particularly when confirmation that references to 'shared use' by the applicant were effectively for all non-motorised users which includes horses, and the design was to include for horse box provision, parking and related infrastructure (including horse corral and the re-use of mounting blocks at the bridge location) and an appropriate surface for all users as is already the case for the wider greenways in the area; some concerns have been raised around the lack of references to the permissive access from Great Shelford which joins the A10 opposite the NMU path and the bridleway network from the A10 which are well used, and concerns surrounding safety without the installation of a Pegasus crossing. Many representations felt that before this project commences it is essential a safe crossing of the A10 for NMU's is provided to mitigate the danger from the construction and the ongoing travel hub traffic in the form of a Pegasus crossing located at the junction of the NMU path on the Country Path with the A10 just opposite the permissive bridleway to Great Shelford. However, as a crossing in this location has never been intended for this scheme and therefore is outside the scope of the project, an audit for the junction has not been undertaken. Additionally it should be noted that no statutory consultee has requested that such a crossing should be provided in this location either as it is not necessary to make the development acceptable which means that it does not meet the necessary planning tests set out in paragraph 56 of the NPPF (2021).
- 9.99 Whilst acknowledging that the highway works have been accepted by the Local Highway Authority and Highways England in principle, subject to final design checks, officers are also aware of the concerns that have been raised by some objectors in relation to the wider transport schemes that may come forward in the future, and how such schemes would impact on the viability of these proposals. In particular reference has been made to the possible Foxton Travel Hub proposal (as a scheme outside of the Cambridge Green Belt and placed on the A10 corridor); the Cam Metro (that may now be reviewed given the recent election of a new Mayor); and the East / West Rail proposals. Given the current uncertainty of the above schemes and the need to assess the proposals in front of us in line with the adopted development plan, officers are unable to give any weight to these alternative schemes; and having looked into each, are content that they do not directly conflict with what is being proposed at the Travel Hub site. Furthermore, policy support for modal shift, expansion of park and ride provision and support in the local transport plan for provision in this area all need to be taken into account in the planning balance.
- 9.100 The highway works and mitigation proposals put forward by the applicant have been assessed and are considered acceptable to the Local Highway Authority and Highways England, subject to final detailed design. As already noted in paragraph 9.89 Planning Officers have recommended planning conditions that allow the applicant team to progress the Section 278 works under the Highways Act 1980 required with highway colleagues to ensure that the necessary highway improvements are agreed ahead of construction and delivered prior to use, if planning permission is granted. Acceptance of the proposed highway mitigation measures based on the Travel Hub site 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.

## **Climate Change and Sustainability**

- 9.101 SCDCLP (2018) Policies CC/2 (Renewable and Low Carbon Energy Generation) and CC/3 (Renewable and Low Carbon Energy in New Developments) support proposals which can demonstrate mitigation against climate change and low carbon developments which use renewable energy technologies; and policy CC/4 (Water Efficiency) supports proposals which are water efficient. Such developments for renewable and low carbon sources are supported in principle by SCDCLP (2018) Policy CC/2 criterion 1 subject to (a) the development not having unacceptable impacts on heritage and natural assets, high quality agricultural land, the landscape or amenity of nearby residents; (b) the energy generated being linked to infrastructure or used for on-site needs; (c) subject to decommissioning, including the removal of facilities and restoration of the site when the energy generation equipment is no longer required; and (d) applicants have engaged effectively with the local community and local authority; whilst SCDCLP (2018) Policy CC/4 criterion 2 seeks for proposals for non-residential development to demonstrate a water conservation strategy.
- 9.102 CCCLP (2018) Policies 28 (Carbon reduction, community energy networks, sustainable design and construction, and water use) 29 (Renewable and low carbon energy generation) and Policy 31 (Integrated water management and the water cycle) support proposals which can demonstrate mitigation against climate change and low carbon developments which use renewable energy generation and are water efficient, including the re-use of water and the management of surface water. Policy 28 seeks development to demonstrate (a) adaptation to climate change; (b) carbon reduction; (c) water management; (d) site waste management; and (e) use of materials. Such developments for renewable and low carbon sources are supported in principle by CCCLP (2018) Policy 29 subject to (a) the development not having unacceptable adverse impacts on the environment, including local amenity and impacts on the historic environment and the setting of heritage assets, have been minimised as far as possible; and (b) that where any localised adverse environmental effects remain, these are outweighed by the wider environmental, economic or social benefits of the scheme (excluding wind turbines); whilst CCCLP (2018) Policy 31 criterion (c) seeks for proposals to demonstrate that water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development.
- 9.103 Whilst it is acknowledged that the Travel Hub site building does not directly trigger the climate change requirements for all the policies set out in paragraphs 9.101 and 9.102 above; on the basis that the County Council declared a climate change emergency in May 2019 and are seeking through other committees to reduce the Council's carbon footprint in line with the Council's Climate Change and Environment Strategy that was approved by Full Council in May 2020, officers have considered it appropriate to include this assessment in their planning balance. Officers within the Climate Change and Energy Service are aware of this proposal and they have worked with the applicant team to ensure that inclusion of solar panels and the future proofing of this site from a sustainability perspective have been included within the planning proposals. The proposed Travel Hub building will need to be undertaken through Building Regulations requirements which already seek to ensure energy efficiency measures for non-residential properties under the Nearly Zero Energy Buildings (NZEB) regulation.
- 9.104 With the inclusion of solar panels and underground infrastructure to allow additional electric charging provision in the future (subject to planning consents that would take account of any implications to the Cambridge Green Belt setting), it is considered that this element of the scheme will not conflict with the Council's aspiration to produce renewable energy and

are therefore in the spirit of the energy generation climate change work being done by the Council. Furthermore, the aspirations of the applicant in the development of this scheme to provide a Travel Hub to encourage opportunities for a modal shift that allows more sustainable travel options into Cambridge city centre and the Cambridge Biomedical Campus, including Addenbrooke's complex, are also in line with the broad aspirations of the Council's climate change policy and work to achieve net zero by 2050, which come with associated air quality benefits. As set out in paragraph 9.88 whilst the pre-COVID modelling is likely to see a change to future working methods, this is less likely for the Cambridge Biomedical Campus where surgeons, doctors, nurses, cleaners and support staff etc. do not have the opportunity to work from home in the same way as other sectors of the business community.

- 9.105 In addition to the Council's own climate change agenda and input, the Travel Hub site proposals were also considered by the Sustainability Officer on behalf of the Greater Cambridge Shared Planning Team, where it was acknowledged that from a sustainability perspective the proposals were supported (as set out in paragraphs 6.12 and 6.13 of this officer report). Reference was made to the intention to facilitate the increased use of sustainable modes of transport and the provision of electric vehicle charging (with ducting providing for 100% provision in the future) and the use of PV panels on site to meet approximately 31% of the site's energy requirements. Furthermore, whilst noting that the toilet provision will be made as part of the Travel Hub building will be a relatively low water user, it was recommended that water efficient sanitary ware be used for the toilets in line with Part G of the Building Regulations; and that the Glint and Glare Assessment had concluded no overall impact so long as the proposed landscaping is maintained at an adequate height (same or higher than the height of the solar car port). To take account of these comments planning officers have recommended that an informative is added to any decision, if planning permission is granted, to take account of the comments made by the Sustainability Officer in relation to water usage, and have also sought to control the layout of the solar panels and also the height of planting around them to take account of potential glint and glare impacts.
- 9.106 Whilst a transport scheme that contains parking will always come with concerns of encouraging car usage, that is contrary to the climate change agenda, the design of this Travel Hub is seeking to take existing trips and provide a modal shift opportunity that aligns with local transport and climate change aspirations, including the provision of energy generation and future infrastructure to expand on this in the future, in line with local and national policies. As such, based on the recommended informative and planning conditions linked to the creation of a NMU route and other sustainable methods of transport, including cycling provision, and the provision of energy generation to support electric charging points on the site, with the related decommissioning of energy infrastructure if no longer required in the future, 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.

### **Residential Amenity**

- 9.107 SCDCLP (2018) policies HQ/1 (Design Principles), SC/9 (Lighting Proposals), SC/10 (Noise Pollution), SC/12 (Air Quality), SC/14 (Odour and Other Fugitive Emissions to Air), and CC/6 (Construction Methods) state that planning permission will not be granted where the proposed development would have an unacceptable adverse impact on the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing, or results in a loss of daylight or development which would create

unacceptable impacts such as noise, vibration, odour, emissions and dust. CCCLP (2018) policies 34 (Light pollution control), 35 (Protection of human health and quality of life from noise and vibration), and 36 (Air quality, odour and dust) offer similar protection.

- 9.108 South Cambridgeshire District Council's Environmental Health Officer (EHO) has considered the impact of the proposals on the health and amenity of occupiers and surrounding uses in terms of noise, vibration and dust, burning of waste, and lighting implications on behalf of both South Cambridgeshire District Council and Cambridge City Council residents. Having assessed the documentation the EHO considers that the proposals are acceptable subject to appropriate conditions including the submission and approval of a detailed Construction Environmental management Plan (CEMP) and controls over no burning of waste.
- 9.109 The impact of the submitted Lighting Assessment prepared by Skanska (Report Ref: SIS/5020323/Street Lighting Assessment Rev E) has been assessed and confirmed as acceptable in principle by the EHO. However, given the final designs are yet to be confirmed, planning officers have recommended conditions are attached to any grant of permission to ensure that the final lighting design is submitted and assessed by the EHO on the health and amenity of occupiers, alongside colleagues from an ecology perspective to ensure that the final details safeguard the amenity of both humans and animals.
- 9.110 The Cambridge South West Travel Hub Transport Assessment (dated 28 May 2020) prepared by Mott Macdonald Document reference: 413752-MMD-TRA-XX-RP-TA-0002. submitted by the applicant considers environmental/operational impacts from changes in transportation modes. The effect of increased vehicle movements on surrounding roads has been considered by the EHO in relation to possible increased noise levels. However, it should be noted that generally the baseline noise climate is already dominated by transportation sources (i.e. traffic). The traffic data obtained indicates that road traffic noise from the A10 and on routes through these receptor groups would result in negligible changes (i.e. noise level increases or decrease of less than 1dB). This development has a relatively small contribution to the overall increase in noise levels resulting from the increase in traffic forecasted and is considered acceptable by the EHO. Furthermore, it is acknowledged that the applicant is looking to ensure the existing noise attenuation created on the northern side of the M11 is retained and re-profiled to allow for the bus route, whilst maintaining the height and approved profiles agreed under S/2501/16/DC Discharge of Condition 50 (parts e and g – earth bund) of outline planning consent S/0054/08/O as set out in paragraph 9.65 of this officer report. As such, appropriate mitigation for noise impacts are considered secured and protected through the appropriate use of planning conditions.
- 9.111 Concerns have been raised by Trumpington Resident's Association (TRA) about the area close to the existing Trumpington Park and Ride site, where proposals for the bus route are seen to have an impact to the existing landscape and biodiversity areas, as identified in paragraph 7.5 of this officer report. In particular TRA is concerned that the tree belt in question not only screens the existing Trumpington Park and Ride site from the Glebe Farm estate and Bishop's Road dwellings on the other side of Hauxton Road, but also forms part of the green entrance from the new city edge to Trumpington village and onward into Cambridge city centre. Planning officers have noted the reduction in the tree belt on the existing Trumpington Park and Ride site from the recent expansion plans permitted under planning permission C/5001/18/CC approved November 2018, and from the experience of that development have assessed the proposals on the worst case scenario of all these trees needing to be removed and limited opportunities for replacement planting to exist in this area. Whilst the applicant is committed to retaining as much of this tree belt as



possible, the assessment on visual impact and residential amenity has been considered on a substantial loss as noted above. In doing so, it is acknowledged that the Glebe Farm and Bishop's Road residents would have clearer views into this urban area, but given the changing nature of this urban area and gateway into Cambridge, with the existing A1309 Hauxton Road already acting as a separation, the implications of this reduction is not considered significant enough to warrant a recommendation of refusal. The applicant's proposals are also identifying a net gain in biodiversity which is being controlled by conditions to ensure that this is adequately controlled to offset this loss.

- 9.112 Subject to the recommended planning conditions put forward by the EHO, with the related informatives to guide the submissions, the proposal is considered acceptable and in accordance with SCDCLP (2018) policies HQ/1, SC/9, SC/10, SC/12, SC/14 and CC/6 and CCCLP (2018) policies 34, 35 and 36.

### **Surface Water, Foul Water Drainage and Flooding (Flood and Water Management)**

- 9.113 SCDCLP (2018) policies CC/7, CC/8, and CC/9 state that water quality should be protected with proposals demonstrating adequate water supply, sewerage and land drainage systems with sustainable drainage systems (SUDS) incorporated to manage water drainage at source, protect water quality from pollution run off with details of management/maintenance of SUDS provided. The proposal should also contribute to an overall reduction in flood risk. SCDCLP (2018) Policy CC/9 states that proposals would only be supported where there is no increase to flooding. The site is located within Flood Zone 1 which indicates a low risk of flooding.
- 9.114 CCCLP (2018) policies 28 and 31 also seek to ensure that new development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals so that they do not exacerbate Cambridge's severe water stress. Indeed, all new development is required to meet minimum standards of sustainable construction, carbon reduction and water efficiency, unless it can be demonstrated that such provision is not technically or economically viable. Furthermore, controls on surface water, and groundwater protection are also required as part of these policy requirements.
- 9.115 The Lead Local Flood Authority (LLFA) has advised that the submitted documents demonstrate that surface water from the proposed development can be managed through the use of permeable paving over the car parking spaces with an integrated swale network through the site. Surface water is proposed to be stored in an attenuation basin in the centre of the site and on the west of the site before discharge to the existing surrounding watercourse network at 63.1 l/s. Surface water from the public transport route will drain to a swale, carrying surface water to the River Cam where the surface water will be discharged at the equivalent greenfield rates. It has been agreed that the Coprolite Ponds require additional water within the system and therefore the northern car parking area is proposing to discharge the majority of surface water into Coprolite Pond X following further treatment in a grassed swale. A pumped overflow is provided in the event that the Coprolite Ponds fill in storm events, pumping surface water to the downstream extents of the existing surface water system. Surface water runoff from the additional slip road works from the M11 are proposed to be connected to the wider M11 drainage network. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 9.116 On the basis that the LLFA has confirmed that the surface water drainage layout would ensure that the proposal would not give rise to any drainage or flooding risks; and Anglian

Water has not objected to the proposal in relation to the limited use of water by the proposed Travel Hub site building, the proposals are considered to be compliant with SCDCLP (2018) policies CC/7, CC/8 and CC/9 and CCCLP (2018) policies 28 and 31.

### **Public Art**

- 9.117 SCDCLP (2018) Policy HQ/2 expects the Council to “encourage” the provision of public art for major development proposals or to make a financial contribution to support public art initiatives. Whilst technically the scheme does not trigger this requirement as it is not proposing in excess of 1,000 square metres (1,196 square yards) of floorspace, officers have considered this requirement as part of the overall consideration of the proposals. In doing so it is acknowledged that the provision of this has to be balanced with the other mitigation requirements for the proposal.
- 9.118 Taking account of the positive amendments made to the scheme by the applicant team during the planning process, and taking account of the heritage boards and opportunities being discussed with the Historic Environment Team, the proposal is considered acceptable without the need for public art. When taken as a whole, it is considered by officers to be in accordance with the spirit of SCDCLP (2018) Policy HQ/2.

### **Airport Safety**

- 9.119 SCDCLP (2018) Policy TI/6 relates to the Cambridge Airport Public Safety Zone. This makes reference to the safety zones for Cambridge Airport (as set out in Figure 12 of the SCDCLP) and the Imperial War Museum at Duxford (as set out in Figure 13 of the SCDCLP). As identified in paragraph 2.3 of this report, the proposal site falls within protected zones shown on Figures 12 and 13 of the SCDCLP (2018) that restrict development to 90 metres (295.3 feet) and 45 metres (147.6 feet) respectively.
- 9.120 CCCLP (2018) Policy 37 also relates to the Cambridge Airport Public Safety Zone and Air Safeguarding Zones and like the SCDCLP (2018) policies discussed above seeks to protect the airport from inappropriate development.
- 9.121 Given that the proposals have been designed to limit the height of any structures within the Cambridge Green Belt and the application included a glint and glare assessment to take account of the solar panels proposed, neither Cambridge Airport nor the Imperial War Museum have objected to the proposals, albeit the latter has asked for further consultation on certain aspects of the project, particularly at the construction stage, which is why officers have recommended an informative should planning permission be granted. As such, subject to the proposed informative, and the control of the solar panels to align with the glint and glare assessment carried out (draft condition 27) the scheme is considered to comply with the safety requirements set out in SCDCLP (2018) Policy TI/6 and CCCLP (2018) Policy 37.

### **Other issues, including air quality, health impact assessment and contaminated land**

#### *Air Quality*

- 9.122 SCDCLP (2018) Policy SC/12 covers air quality, which states *development will be permitted where: a. It can be demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from emissions to air; or b. Where a development is a sensitive end use, that there will not be any significant adverse effects on health, the*

*environment or amenity arising from existing poor air quality.* Furthermore, SCDCLP (2018) Policy TI/2 (Planning for Sustainable Travel) also requires a site based Low Emission Strategy to be submitted for larger developments, to ensure the implementation of suitable mitigation measures. CCCLP (2018) Policy 36 (Air quality, odour and dust) also seeks to protect air quality issues in a similar manner, which states that *development will be permitted where it can be demonstrated: a. that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air; or b. where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.*

9.123 Guidance was sought from GCSP colleagues on air quality in line with the recommendation provided by the Environmental Health response received. In responding the GCSP Scientific Officer – Air Quality confirmed that whilst they didn't object to the proposed development, they emphasised the need for a careful consideration, support and delivery of the proposed Low Emission Strategy to reduce the emissions associated with the proposed site. Attention was drawn to Chapter 9 of the Transport Assessment which outlines the low-emission strategy for the Travel Hub that can further contribute to sustainable journeys to/from Cambridge. Therefore, planning conditions were recommended, should planning permission be granted, for implementation of the Low Emission Strategy and a Construction Environmental Management Plan to cover dust measures.

9.124 Given the guidance provided by Scientific Officer – Air Quality, officers are content that subject to draft conditions 4 and 17 the proposals meet the requirements set out in SCDCLP (2018) Policies SC/12 and TI/2 and CCCLP (2018) Policy 36.

#### *Health impact assessment (HIA)*

9.125 SCDCLP (2018) Policy SC/2 covers the requirement for a Health Impact Assessment (HIA), which states that new development should have a positive impact on the health and wellbeing of new and existing residents. However, it is acknowledged that technically the Travel Hub proposals do not trigger the need for this requirement.

9.126 Irrespective of the triggers noted above, guidance was sought from GCSP colleagues on the HIA, in addition to consultation carried out with public health colleagues at the County Council, in line with the recommendation provided by the Environmental Health response received. However, no specific comments were received in this regard from either the county public health colleagues or the GCSP Public Health Officer, who confirmed that she had comments to make having reviewed the documentation.

9.127 Given that no specific concerns were raised by any of the relevant specialist consultees, officers are content that the submission is in line with the requirements set out in SCDCLP (2018) Policy SC/2.

#### *Contaminated Land*

9.128 SCDCLP (2018) Policy SC/11 covers the need to ensure that contaminated land is assessed appropriately, which states that where *development is proposed on contaminated land or land suspected of being impacted by contaminants the Council will require developers to include an assessment of the extent of contamination and any possible risks. Proposals will only be permitted where land is, or can be made, suitable for the proposed use.* CCCLP (2018) Policy 33 seeks to protect any contaminated land issues in a similar

manner, which states *development will be permitted where the applicant can demonstrate that: a. there will be no adverse health impacts to future occupiers from ground contamination resulting from existing/previous uses of the area; b. there will be no adverse impacts to the surrounding occupiers, controlled waters and the environment from suspected/identified ground contamination from existing/previous uses, caused by the development; and c. there will be no impact to future and surrounding occupiers from on-site and off-site gas migration.* Furthermore that *where contamination is suspected or known to exist, an assessment should be undertaken to identify existing/former uses in the area that could have resulted in ground contamination.*

- 9.129 Guidance was sought from GCSP colleagues on land contamination, in line with the recommendation provided by the Environmental Health response received. In responding the GCSP Scientific Officer (Contaminated Land) confirmed that the only immediately evident environmental constraints that would attract a contaminated land condition is the presence of occasional areas of infilled land, associated with a history of coprolite mining within this area, immediately to the north west of the proposed development. However, the proposed development is not particularly sensitive to the presence of contamination and therefore she recommended an informative be attached to any grant of consent to cover the eventuality of any unforeseen contamination. Furthermore, it was acknowledged that the proposals will entail significant movement of material to facilitate the required earthworks. However, it was noted that a Construction Environmental Management Plan (CEMP) had already been recommended by Environmental Health, where part H of the proposed condition addresses the setting out of 'Measures for soil handling and management including soil that is potentially contaminated'.
- 9.130 Given the guidance provided by GCSP Scientific Officer (Contaminated Land) and the Environmental Health Officer, officers are content that subject to draft conditions 4 and 13 the proposals meet the requirements set out in SCDCLP (2018) Policy SC/11 and CCCLP (2018) Policy 33.

#### *Non-material considerations*

- 9.131 Other comments were also received in relation to impacts to house prices that are not material considerations in the assessment of this development.

## 10. Conclusion

- 10.1 As set out in paragraph 8.1 of this report, applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The current proposal is on an unallocated site within the SCDCLP (2018) and CCCLP (2018) development plan areas and is in conflict with NPPF Policy advice with regards to protecting the Green Belt and local landscape. All of which has been taken into account in the planning balance by officers.
- 10.2 It is clear from the officers' report that there have been a number of representations made by people who are concerned with some aspects of the proposed Travel Hub (including the use of the existing agricultural / accommodation bridge) with regards to the loss of and visual impact on the Green Belt, impact on the surrounding landscape and amenity of sensitive receptors, the need for the development, loss of agricultural land, pressures on the adjacent Trumpington Meadows Country Park and Nature Reserve, impact on existing ecology and biodiversity in the area, traffic congestion and air quality concerns. The development plan

supports the potential for opportunities to provide a modal shift and sustainable transport in the area, particularly where a range of users would benefit from an enhanced public right of way network. However, the proposed development is considered to conflict with national policy and development plan policies that seek to protect the Green Belt, the protection of best and most versatile land, and local plan policy which seeks to protect the character and appearance of the local landscape.

- 10.3 It is clear in paragraph 147 of the NPPF (2021) that *“inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances”*. Local Authorities are advised in paragraph 144 that, *“when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of appropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”*. Furthermore, paragraph 149 states that *“a local authority should regard the construction of new buildings as inappropriate in the Green Belt”* and states a number of exceptions to this. The proposed Travel Hub does not fall within any of the exception categories stated in NPPF paragraphs 149(a-g) and is therefore by definition ‘inappropriate development’, unless the potential harm to the Green Belt by reason of inappropriateness, and other harm resulting from the proposal is clearly outweighed by other material considerations.
- 10.4 When taking into account what considerations and key benefits identified by planning officers in paragraph 9.19 could outweigh the harm to the Green Belt (including visual impact) that have been discussed in paragraphs 9.21 to 9.29 of this officer report; it will also be important for Members to consider paragraphs 100, 105 and 112 (a-e) of the NPPF (set out in more detail in paragraph 8.3 of this report), where support is provided for proposals that protect and enhance public rights of way, provide a genuine choice of transport modes, and encourage public transport, with pedestrian and cycle links, and designed to enable charging of plug-in and other ultra-low emission vehicles.
- 10.5 Taking into account the material planning considerations discussed in section 9 of this report, officers are of the view that the ‘appropriateness’ of the site has been demonstrated and the potential harm to the Green Belt, when weighed against all other assessment considerations is finely balanced in favour of the proposal. This takes account of the substantial negative weight given to the harm to the Green Belt and the Landscape / Visual impacts, and the negative weight provided to the loss of Best and Most Versatile Farmland; the neutral weight given to Lord’s Bridge, Residential Amenity, Public Art, Surface Water, Airport Safety, and other matters including Air Quality, Health Impact Assessment and Contaminated Land that are capable of being controlled by planning conditions in line with paragraph 55 of the NPPF; and the positive weight given to the need and justification of providing a modal shift opportunity close to the Cambridge Biomedical Campus to complement the existing Trumpington Park and Ride Site, the key benefits highlighted by officers in paragraph 9.19 of this report, Ecology and Net Gain commitments, Heritage and Archaeology with interpretation benefits, and the climate change and sustainability measures designed to run alongside the modal shift benefits.
- 10.6 Therefore based on the planning balance undertaken by officers, it is considered that, when material considerations are taken into account, the proposal although finely balanced meets the general principles of the NPPF (2021). Essentially it is for members to strike a balance between the benefits of the development in meeting the demand for sustainable travel, improvements to the public right of way network, and providing a genuine choice of transport solutions to encourage a modal shift in travel, alongside the benefits to supporting the

Cambridge Biomedical Campus, including the sustainability of the development and matters given positive weight by officers, balanced against the harm to the Green Belt, impact on Best and Most Versatile Farmland and local landscape. Having taken into account the provisions of the development plan discussed in paragraph 8.1 of this report, the policies in the NPPF (2021), the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, officers have sought to reach a sound planning judgement. This decision takes account of the views and the valid concerns put forward by the Wildlife Trust and other historic and natural environmental groups, the local Parish Councils and Resident Associations / Amenity Groups, Cam Cycle, and the neighbour representations received regarding the impacts on the existing cycle commuter route, use of the existing agricultural / accommodation bridge, traffic, air quality, green belt, amenity, flooding and biodiversity; and the general support provided by the British Horse Society and local Bridleway Associations and Groups. Officers have given considerable importance and weight to the policy considerations of the local adopted development plan and national NPPF (2021) policies on an unallocated site within the Cambridge Green Belt and balancing the potential harm against the 'very special circumstances' (see paragraphs 9.21 to 9.29 for the harm and paragraphs 9.16 to 9.20 in relation to the very special circumstances in this report), and positives demonstrated in relation to need and justification, ecology and biodiversity, heritage and archaeology, and climate change and sustainability measures.

- 10.7 In conclusion, officers consider the proposals in the planning balance just tips in the favour of the development and therefore officers recommend that there is a balanced justification to support the development of the South West Travel Hub as proposed in this application; subject to the planning conditions set out in section 11 of this report, 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.

## 11. Recommendation

- 11.1 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 following conditions:

### **Advisory Note**

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Conditions 4, 5, 7, 8, 9, 10, 14, 15, 16, 17, 20, 21 and 22 below all require further information to be submitted, or works to be carried out, to protect the environment and ensure sustainable methods of operation during the construction of the development and are therefore attached as pre-commencement conditions. The developer may not legally commence development on site until these conditions have been satisfied.

### **1. Commencement of Development**

The development hereby permitted shall be commenced not later than 3 years from the date of this permission. Within 14 days of the commencement of the development hereby permitted, the County Planning Authority shall be notified in writing of the date on which the development commenced.

**Reason:** *In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004 and in order to establish the timescales for those details provided by conditions and to enable monitoring of the development.*

## **2. Opening/occupation of Development**

Within 14 days of the travel hub first being brought into public use, or occupation of any part of the development hereby permitted whichever is the sooner, the County Planning Authority shall be notified in writing of the date on which the development was first opened or occupied.

**Reason:** *In order to be able to establish the timescales for the approval of details reserved by conditions.*

## **3. Approved Plans and Documents**

The development hereby permitted shall be carried out in accordance with the application dated 3 June 2020; the following approved plans and documents (received 11 June 2020 unless otherwise stated); and as amended by the information approved as required by the following conditions:

- Travel Hub & Highways Red Line Boundary (Including Construction Boundary), Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0001-S4 Rev P09, dated May 2020;
- Travel Hub General Arrangement Plan, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CB-0700-S4 Rev P13, dated 25 September 2020 (received 21 October 2020);
- General Arrangement Shared Use Bridge, Skanska Technology, ref: H19532-SKA-SBR-XX-DR-CB-1000-S0 Rev P04, dated 6 March 2020;
- Shared Use Bridge Section, Skanska Technology, ref: H19532-SKA-SBR-XX-DR-CB-1002-S0 Rev P01, dated 6 March 2020;
- Travel Hub Building Floor Plan (General arrangement), Skanska Technology, ref: H1953200-CSWTH-LO-1101 Rev P05, dated 18 February 2020;
- Travel Hub Buildings Sections, Skanska Technology, ref: H1953200-CSWTH-LO-1701 Rev P03, dated 18 February 2020;
- Travel Hub Building Elevations, Skanska Technology, ref: H1953200-CSWTH-LO-1751 Rev P03, dated 18 February 2020;
- Travel Hub Sections (Solar car ports), Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0702-S4 Rev P04, dated 19 March 2020;
- Travel Hub Sections, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0703-S4 Rev P03, dated 13 March 2020;
- Travel Hub Sections, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0704-S4 Rev P04, dated 28 May 2020;
- Travel Hub Sections, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0708-S4 Rev P05, dated 13 March 2020;
- Drainage Strategy Report, SKANSKA Technology, ref: SIS/5020323/CSWTH Rev A, dated: 1 June 2020;
- Travel Hub Proposed Drainage Strategy Layout Site Overview, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0500-S4 Rev P04, dated 6 August 2020 (received 21 October 2020);
- Travel Hub Proposed Drainage Strategy Layout Sheet 1 of 5, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0501-S4 Rev P03, dated 6 April 2020;



- Travel Hub Proposed Drainage Strategy Layout Sheet 2 of 5, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0502-S4 Rev P02, dated 6 March 2020;
- Travel Hub Proposed Drainage Strategy Layout Sheet 3 of 5, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0503-S4 Rev P02, dated 6 March 2020;
- Travel Hub Proposed Drainage Strategy Layout Sheet 4 of 5, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0504-S4 Rev P02, dated 6 March 2020;
- Travel Hub Proposed Drainage Strategy Layout Sheet 5 of 5, Skanska technology, ref: H19532-SKA-GEN-ZZ-DR-CD-0505-S4 Rev P04, dated 6 August 2020 (received 21 October 2020);
- Travel Hub Existing Drainage Areas Copralite Ponds, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0506-S4 Rev P01, dated 6 March 2020;
- Travel Hub Proposed Drainage Areas Overall Site Breakdown, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0507-S4 Rev P01, dated 6 March 2020;
- Travel Hub Proposed Drainage Areas Discharging to Copralite Ponds, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0508-S4 Rev P01, dated 6 March 2020;
- Travel Hub Drainage Sections Section 01, Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CD-0509-S4 Rev P02, dated 17 April 2020;
- Drainage Access / Maintenance Route Plan, Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0701-S4 Rev P13 dated 25 September 2020 (received 21 October 2020);
- Flood Risk Assessment, Mott MacDonald, ref: 413752-MMD-ENV-XX-RP-EN-0017 Rev B, dated 28 May 2020;
- SUDS Drainage Strategy, Jenkins & Potter Consulting Engineers, ref: 24404-0001REP Rev 1, dated 14 May 2020;
- SUDS Drainage Strategy, Jenkins & Potter Consulting Engineers, ref: 24404-0002REP Rev 0, dated May 2020;
- Travel Hub Swale Bridges, Skanska Technology, ref: H19532-SKA-SBR-XX-DR-CB-1801-S4 Rev P01, dated 13 March 2020;
- Travel Hub Culvert C1 Details, Skanska Technology, ref: H19532-SKA-SBR-XX-DR-CB-2501-S4 Rev P01, dated 27 March 2020;
- M11 Overbridge to A1309 Hauxton Road Public Transport Route Drainage Layout, Jenkins & Potter Consulting Engineers, ref: 24404 01 Rev F, dated 13 May 2020;
- A10 Cambridge Road Travel Hub Entrance and M11 Slip Road Highway Widening Drainage Layout, Jenkins & Potter Consulting Engineers, ref: 24404 03 Rev C, dated 6 May 2020;
- Public Transport Route Drainage Details Sheet 1, Jenkins & Potter Consulting Engineers, ref: 24404 100 Rev A, dated 14 May 2020;
- Travel Hub Proposed Re-Graded Ditch C (Sheet 1 of 3), Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CE-0617-S4 Rev P02, dated 12 March 2020;
- Travel Hub Proposed- Re-Graded Ditch C Sections Views (Sheet 2 of 3), Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CE-0618-S0 Rev P01, dated 6 March 2020;
- Travel Hub Proposed Re-Graded Ditch C Sections Views (Sheet 3 of 3), Skanska Technology, ref: H19532-SKA-HDG-ZZ-DR-CE-0619-S4 Rev P01, dated 6 March 2020;
- Earthworks Calculations and Review of Assessments Technical Note, Mott MacDonald, dated 1 December 2020 (received 4 December 2020);
- Landscape and Ecological Management Plan, Mott MacDonald, ref: 413752-MMD-ENV-XX-RP-EN-0014 Rev 3, dated 11 June 2020;
- Landscape Design Location Plan (Sheet 1 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0001 Rev P4, dated 25 August 2020 (received 21 October 2020);

- Landscape Design (Sheet 2 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0002 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Detailed planting proposals (Sheet 3 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9) Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0003 Rev P4, dated August 2020 (received 21 October 2020);
- Landscape Design (Sheet 4 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0004 Rev P5, dated 3 December 2020 (received 4 December 2020);
- Landscape Design (Sheet 5 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9) Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0005 Rev P5, dated 3 December 2020 (received 4 December 2020);
- Landscape Design (Sheet 6 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9) Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0006 Rev P5, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 7 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0007 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 8 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9) Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0008 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 9 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0009 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 10 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0010 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Landscape Design (Sheet 11 of 11) (Included in Volume II: Appendices to the Environmental Statement Appendix H.9), Mott MacDonald, ref: 413752-MMD-LAN-XX-DR-LV-0011 Rev P4, dated 25 August 2020 (received 21 October 2020);
- Highways Finished Ground Levels – Key Plan (Sheet 1 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0751-S4 Rev P03, dated 15 September 2020 (received 21 October 2020);
- Highways Finished Ground Levels (Sheet 2 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0752-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 3 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0753-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 4 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0754-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 5 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0755-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 6 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0756-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 7 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0757-S4 Rev P02, dated 27 May 2020;
- Highways Finished Ground Levels (Sheet 8 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0758-S4 Rev P03, dated 15 September 2020 (received 21 October 2020);
- Highways General Arrangement (Sheet 1 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0759-S4 Rev P03, dated 25 September 2020 (received 21 October 2020);
- Highways General Arrangement (Sheet 2 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0760-S4 Rev P02, dated 25 September 2020 (received 21 October 2020);

- Highways General Arrangement (Sheet 3 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0761-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 4 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0762-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 5 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0763-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 6 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0764-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 7 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0765-S4 Rev P01, dated 4 June 2020;
- Highways General Arrangement (Sheet 8 of 8), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0766-S4 Rev P02, dated 15 September 2020 received 21 October 2020;
- CCC Adoption Plan, Skanska Technology, ref: H19532-SKA-LLO-ZZ-DR-CH-0001-S4 Rev P01, dated 6 May 2020;
- Park and Ride Longsection Sheet 1 of 1, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0738-S4 Rev P02, dated 15 September 2020 (received 21 October 2020);
- Highways Bus Route Longsection (Sheet 1 of 4), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0745-S4 Rev P02, dated 21 May 2020;
- Highways Bus Route Longsection (Sheet 2 of 4), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0746-S4 Rev P02, dated 21 May 2020;
- Highways Bus Route Longsection (Sheet 3 of 4), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0747-S4 Rev P02, dated 21 May 2020; and
- Highways Bus Route Longsection (Sheet 4 of 4), Skanska Technology, ref: H19532-SKA-HGN-ZZ-DR-CH-0748-S4 Rev P02, dated 21 May 2020.

**Reason:** *To define the permission and protect the character and appearance of the locality in accordance with policies CC/6, HQ/1, NH/2, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and policies 8, 29 and 34 of the Cambridge City Council Local Plan (2018).*

#### **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.

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 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.*

## 5. Soft and hard landscape works

No development shall commence until a detailed soft and hard landscaping scheme has been submitted to and approved in writing by the County Planning Authority. The details shall include, but not be limited to, the following information:

- planting plans;
- written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants noting species, plant sizes, proposed numbers and densities, tree pit details (where appropriate) including, but not limited to, locations soil volume in cubic metres, cross sections and dimensions;
- restoration of soils to allow species-rich grassland to establish;
- details of any alterations relating to existing bunds;
- hard landscaping proposals; and
- a timetable for implementation.

The development shall thereafter be carried out in full accordance with such approved details, including the timetable for implementation.

**Reason:** *To help to assimilate the development into its surroundings taking account of its Green Belt and heritage setting, whilst also ensuring a benefit to biodiversity net gain, in accordance with policies S/4, CC/2, CC/6, HQ/1, NH/2, NH/4, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and policies 8, 29, 55, 56, 59 and 61 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the landscaping details to ensure it is capable of assimilating into its surroundings and ensuring the biodiversity net gain is assessed in line with national and local planning policy before any development commences.*

## **6. 5-Year Landscape Establishment**

Any trees or plants provided as part of the landscape scheme as detailed in condition 5 above which, within a period of 5 years from the planting date, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species as those originally planted.

**Reason:** *In the interests of visual amenity and safeguarding trees and plants that are worthy of retention in accordance with policies HQ/1, NH/2, NH/4, and NH/8 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 70 and 71 of the Cambridge City Council Local Plan (2018).*

## **7. Soil Strategy Plan**

No development shall commence until a Soil Strategy Plan has been submitted to and approved in writing by the County Planning Authority. The Soil Strategy Plan shall be based on available Agricultural Land Classification (ALC) data supplemented, as appropriate, with the findings of a detailed soil resource survey. The Strategy shall include proposed mitigation measures to manage soils in a sustainable way during construction, including measures for stripping, storing and re-use of topsoil where appropriate and protection of soils from contamination.

The Soil Strategy Plan shall subsequently be carried out in accordance with such approved details and shall be completed 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.

**Reason:** *To ensure the sustainable use of soils and protection of this natural resource in line with Paragraph 174 of the National Planning Policy Framework (2021) and in accordance with policies CC/6, NH/3 and NH/4 of the South Cambridgeshire Local Plan (2018) and policies 8 and 70 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the details for the protection and handling of soils to ensure that this valuable natural resource is protected and used appropriately in line with national and local planning policy before any development commences.*

## **8. Land Levels**

No development shall commence until details of the land levels, based on the principles set out within the agreed Earthworks Calculations and Review of Assessments Technical Note, Mott MacDonald, dated 1 December 2020 (received 4 December 2020), have been submitted to, and approved in writing by, the County Planning Authority.

The land levels shall subsequently be carried out in accordance with such approved details and shall be completed 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.

**Reason:** *To ensure the development is able to assimilate into its surroundings taking account of its Green Belt and heritage setting in accordance with policies S/4, CC/6, HQ/1, NH/2, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and policies 8, 56 and 59 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the land levels before any development commences.*

**9. Detailed Biodiversity and Ecological Design, including a Landscape and Ecological Management Plan**

No development shall commence until a detailed Biodiversity and Ecological Design, to include a Landscape and Ecological Management Plan (LEMP), is submitted to, and approved in writing by, the County Planning Authority. This shall include, but not be limited to, the following:

- (a) Construction Environment Management Plan for Biodiversity (based on BS202:2013 standard, or its successor in title) detailing proposed protection and mitigation measures during construction for designated sites (River Cam County Wildlife Site), Trumpington Meadows Country Park, protected species (bats, badger, reptiles, breeding birds, wintering birds, otter) and national / local priority species and habitats.
- (b) Detailed ecological design, including detailed drainage scheme (discharge into coprolite ponds, swales and discharge into River Cam via new outfall, including the proposed reinstatement of land used for the drainage scheme) and design of badger/otter tunnel(s) or underpass(es).
- (c) detailed planting scheme for ecological mitigation / enhancement areas.
- (d) Biodiversity Impact Assessment (based on the Defra 2.0 biodiversity impact calculator metric or its successor in title) demonstrating a minimum positive biodiversity net gain unit score of 10% above the pre-development baseline.
- (e) Landscape and Ecological Management Plan (LEMP), which shall include (but not be limited to):
  - i. A detailed planting scheme, including species list;
  - ii. Details of plant establishment for a period of 5 years;
  - iii. Long term design objectives, management responsibilities and maintenance schedules for all landscape areas, including copies of agreements with landowners that provide details of the location extent and maintenance of replacement habitat mitigation (outside of the red line boundary) so as to ensure there is no net loss in biodiversity;
  - iv. A scheme detailing how the new habitat will be established, managed and maintained for a period of 25 years;

- v. A habitat monitoring scheme to report to relevant bodies 2, 5, 10, 15, 20, and 25 years after works are started. If desired conditions are not reached within predicted timeframes remedial actions shall be submitted to and agreed in writing by the County Planning Authority as part of this monitoring requirement; and
- vi. A scheme for the provision of annual reports, to be submitted to the County Planning Authority, to report on the ongoing habitat management, as agreed in part v. above, for a period of 25 years.

The approved detailed Biodiversity and Ecological Design scheme, including the LEMP, shall be implemented in full for a minimum of 25 years from the first available planting reason after the date that the Travel Hub is first brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner.

**Reason:** *In the interests, of visual amenity and to ensure that landscaping becomes appropriately established on site; that any affected footpaths are restored appropriately including that the drainage route will go back to the path; for the protection of existing species and the ecological and biodiversity value of the area including biodiversity net gain is achieved; and to ensure that the construction works do not adversely impact on protected species such as bats in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 69, 70 and 71 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 mitigation and protection of biodiversity prior to the construction phase, so they must be agreed before any development commences.*

## 10. Access Management and Maintenance Plan

No development shall commence until an Access Management and Maintenance Plan (AMMP) has been submitted to, and approved in writing by, the County Planning Authority. The AMMP shall include, but not be limited to, the following:

- Details setting out mitigation measures to include the new fencing and field gates agreed as part of the Letter of Comfort dated 19 July 2021 to ensure the protection of Trumpington Meadows Country Park and Nature Reserve from increased visitor pressure;
- Detailed design of the access routes, landscaped areas (including set areas for dogs off leads), facilities (such as picnic benches, seating areas and bins) and signage and visitor / interpretation boards within the application boundary in line with condition 5, to ensure the site complements and avoids unnecessary pressures on the adjacent country park;
- An implementation timetable and review triggers to align with the LEMP monitoring set out in condition 9 above.

The Access Management and Maintenance Plan shall be implemented in full, in accordance with the approved timetable and review triggers, for the lifetime of the development hereby permitted.

**Reason:** *In the interests of biodiversity net gain and to ensure that the development does not impact adversely on existing species and the ecological and biodiversity value of the adjacent area in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 70 and 71 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 Access Management and Maintenance Plan; and the detailed information in relation to the biodiversity net gain achieved from the scheme from the outset prior to the construction phase to ensure the area is designed to avoid unnecessary pressure being placed on the adjacent country park, which is why it must be agreed and in place before any development commences.*

#### **11. Permitted Construction Hours**

All construction works shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

**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. In accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018).*

#### **12. No Bonfires or Burning of Waste**

During the construction and operational phases there shall be no bonfires or burning of waste on site.

**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. In accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018).*

#### **13. Contamination Remediation Strategy – unexpected contamination**

If during the development contamination not previously identified is found to be present at the site, such as putrescible waste, visual or physical evidence of contamination of fuels/oils, backfill or asbestos containing materials, then no further development shall be carried out until the developer has submitted, and obtained written approval from the County Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with.

The remediation strategy shall be implemented as approved to the satisfaction of the County Planning Authority.

**Reason:** *To ensure that risks from unexpected land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy SC/11 of the South Cambridgeshire Local Plan (2018) and policy 33 of the Cambridge City Council Local Plan (2018).*

#### **14. Detailed Highway Drawings**

No development shall commence until a detailed technical design scheme (including for the provision of badger/otter tunnel(s) or underpass(es)) for the following has been submitted to, and approved in writing by, the County Planning Authority:

- The proposed non-motorised user path between the A10 and A1309 and the new bridge to be constructed over the M11;
- The proposed signalled vehicular access junction off the A10 to the new Travel Hub site;
- The proposed Public Transport Route between the new Travel Hub site and the A1309 Hauxton Road/Addenbrooke's Road signal junction, including the proposed improvement works to the existing accommodation bridge over the M11;
- The proposed highway improvement works on the A10, at the M11, Junction 11 and on the A1309 Hauxton Road; and
- The proposed improvement works at the A1309 Hauxton Road/Addenbrooke's Road signal junction.

The approved works shall be carried out in full accordance with the agreed scheme 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.

**Reason:** *To ensure that the M11 trunk road continues to serve its purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety on the A10 trunk road; and in the interests of highway safety in line with policy TI/2 of the South Cambridgeshire Local Plan (2018) and policy 81 of the Cambridge City Council Local Plan (2018); and to ensure that the development does not impact adversely on the protection of existing species and the ecological and biodiversity value of the adjacent area in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (adopted September 2018) and policies 56, 59, 70 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 highway improvements to ensure that the necessary highway safety benefits can be achieved, which is why they must be agreed before any development commences.*

## 15. Non-Motorised User Route

No development shall commence until the ownership and Right of Way details of the new Non-Motorised User (NMU) route between the A10 and the A1309 Hauxton Road, in particular the proposed section east of the new NMU bridge to the A1309 Hauxton Road, have been submitted to, and approved in writing by, the County Planning Authority.

The details shall include the design relating to the entrance and exit points for the active NMU travel route through the site, any access controls for it and a timetable for implementation. The approved details shall be implemented in full, in accordance with the agreed timetable.

**Reason:** *To ensure that the Non-Motorised User Route is delivered and connected to the wider Rights of Way networks in the area to ensure that there is safe access and egress for all users in line with the guidance set out in Local Transport Note 1/20, or its successor in title, and in the interests of highway safety in accordance with policy TI/2 of the South Cambridgeshire Local Plan (2018) and policy 81 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 rights of way network to ensure that the necessary access benefits can be achieved, which is why they must be agreed before any development commences.*

## 16. Internal Layout

No development shall commence until a detailed scheme for the internal layout of the new Travel Hub site has been submitted to, and approved in writing by, the County Planning Authority.

The approved works shall be carried out in full accordance with the agreed scheme 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.

**Reason:** *To ensure that the internal arrangements are sufficient to take traffic off the highway safely and deliver the necessary transport infrastructure in accordance with policies TI/2 and TI/3 of the South Cambridgeshire Local Plan (2018) and policies 81 and 82 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 highway improvements to ensure that the necessary highway infrastructure can be achieved, which is why it must be agreed 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 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.

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 is minimised.

**Reason:** *In the interests of reducing impacts of developments on local air quality and encouraging sustainable forms of transport in accordance with policies 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 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.*

## **18. Monitoring of cycle parking 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, a scheme for the monitoring of cycle parking provision within the Travel Hub site shall be submitted to, and approved in writing by, the County Planning Authority.

Within one year of the Travel Hub first being brought into public use, or occupation of any part of the development hereby permitted, as identified by condition 2, the monitoring survey as approved, will be undertaken to assess cycle parking capacity within the Travel Hub site. This survey shall be repeated once a year, for 15 years following opening.

If, at any time, the monitoring survey reports that cycle parking capacity within the Travel Hub site is lower than 20% of the total number of cycle parking spaces, then a programme for implementation of additional cycle parking facilities at the site shall be submitted to, and agreed in writing by, the County Planning Authority. The additional cycle parking spaces shall be implemented within six months of the date of the monitoring survey.

**Reason:** *To ensure that the cycling infrastructure and provision is achieved, and monitoring maintained, in accordance with policy TI/3 of the South Cambridgeshire Local Plan (2018) and policy 82 of the Cambridge City Council Local Plan (2018).*

## **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 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).*

## **20. Programme of Archaeological Works**

No development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work that has been secured in accordance with a written scheme of Investigation (WSI), which has been submitted to and approved in writing by the County Planning Authority. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) the statement of significance and research objectives;
- b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The timetable for the field investigation as part of the development programme; and
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material.

**Reason:** *To protect any underlying archaeology in the area and secure appropriate mitigation such as interpretation boards to explain the wider historic significance in accordance with policy NH/14 of the South Cambridgeshire Local Plan (2018) and policy 61 of the Cambridge*

*City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the Programme of Archaeological Works in order to ensure that the underlying archaeology is protected before any development commences.*

## **21. Protection of listed milestones**

No development shall commence until the details of the measures to be put in place to ensure that the two grade II Listed milestones will not be harmed as a result of the construction phase of the development shall be submitted to, and approved in writing by, the County Planning Authority.

The approved mitigation measures shall be carried out in full and retained in place during the construction phases.

**Reason:** *In the interests of safeguarding the two grade II listed milestones in accordance with policy NH/14 of the South Cambridgeshire Local Plan (2018) and policy 61 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the mitigation measures to ensure that the grade II listed milestones will not be harmed during the construction phase before any development commences.*

## **22. Lord's Bridge Radio Observatory safeguarding**

No development shall commence until details of the transmitters to be used in the communication with buses; and convertors to be incorporated within the solar array; have been submitted to, and approved in writing by, the County Planning Authority, to ensure that interference and suppression measures can be incorporated where necessary.

The approved mitigation measures shall be carried out in full in accordance with the agreed details prior to the Travel Hub first being brought into public use or occupation of any part, whichever is the sooner.

**Reason:** *In the interests of safeguarding the Lord's Bridge Radio observatory and reducing the risk of any radio interference in accordance with policy TI/7 of the South Cambridgeshire Local Plan (2018) and policy 39 of the Cambridge City Council Local Plan (2018). The condition is pre-commencement as it is necessary to agree the details of the mitigation measures for the transmitters and converters in order to ensure that the Lord's Bridge Radio Observatory will not be affected by the operational phase of the Travel Hub before any development commences.*

## **23. Surface Water Drainage**

No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the County Planning Authority. The scheme shall be based upon the principles within the agreed Drainage Strategy Report prepared by SKANSKA (ref: SIS/5020323/CSWTH Rev A) dated 2 June 2020.

The scheme shall subsequently be implemented in full accordance with the approved details 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, for the lifetime of the development.

**Reason:** To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with policies CC/7 and CC/8 of the South Cambridgeshire Local Plan (2018) and policy 31 of the Cambridge City Council Local Plan (2018).

## **24. Noise Impact Assessment**

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, an assessment of the noise impact of plant and or equipment including any renewable energy provision sources such as any air source heat pump or wind turbine on the proposed structures and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to, and approved in writing by, the County Planning Authority.

Any noise insulation scheme as approved shall be fully implemented 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, and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval.

**Reason:** To protect the amenities of nearby sensitive receptors in accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018).

## **25. Lighting**

Prior to the installation of any lighting, a lighting scheme for the development shall be submitted to, and approved in writing by, the County Planning Authority. The lighting scheme shall include details for the appearance of the height, type, position and angle of glare of any of the proposed final lighting within the Travel Hub site, including horizontal and vertical isolux contours; and, to ensure that it is designed sensitively for wildlife shall include zero lighting spill onto the adjacent country park / nature reserve; so all sensitive receptors can be considered and protected.

The detailed measures as approved shall be implemented in accordance with the agreed scheme and maintained thereafter for the lifetime of the development.

**Reason:** In order to safeguard the Green Belt, and the amenity of all sensitive receptors, including biodiversity, in respect of possible adverse effects of lighting glare from any future lighting provision proposed for the travel hub in accordance with policies S/4, HQ/1, SC/9, NH/4 and NH/8 of the South Cambridgeshire Local Plan (2018) and policies 4, 8, 34 and 70 of the Cambridge City Council Local Plan (2018).

## **26. CCTV**

Prior to the installation of any CCTV, a CCTV scheme for the development shall be submitted to, and approved in writing by, the County Planning Authority. The CCTV scheme shall include details for the appearance of the height, type, and position within the Travel Hub site.

The details as approved shall be implemented in accordance with the agreed scheme and maintained thereafter for the lifetime of the development.

**Reason:** In order to ensure public safety within the Travel Hub site in accordance with policy HQ/1 of the South Cambridgeshire Local Plan (2018) and policy 56 of the Cambridge City Council Local Plan (2018).

## **27. Solar Panel Layout to comply with Glint and Glare Assessments**

The proposed solar panels shall be constructed in strict accordance with the design shown on the Travel Hub Sections (Solar car ports), Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CH-0702-S4 Rev P04, dated 19 March 2020, and Travel Hub General Arrangement Plan, Skanska Technology, ref: H19532-SKA-GEN-ZZ-DR-CB-0700-S4 Rev P13, dated 25 September 2020 (received 21 October 2020); and the panels shall be laid out in accordance with this plan subject to the following parameters:

- Maximum panel height from the ground level: 3.6 metres; and
- Minimum distance between car ports (measured panel to panel): 6 metres.

The mitigation landscaping referenced in section 9.4 Overall Conclusions and Recommendations of the Glint and Glare Assessment prepared by PagerPower Urban & Renewables, dated 26 February 2020 shall be retained and maintained for the full duration of the solar panels being used.

**Reason:** *To ensure that the development does not introduce any additional adverse effects in terms of its visual or ecological impact and is carried out in line with what was assessed in the Glint and Glare document in accordance with policies CC/2, SC/9 and TI/6 of the South Cambridgeshire Local Plan (2018) and policies 8, 29 and 34 of the Cambridge City Council Local Plan (2018).*

## **28. Decommissioning**

In the event that the solar panels on site are no longer required for the production of energy, not less than 12 months prior to the planned cessation of the solar generation operations hereby permitted, written notice of the planned cessation shall be given to the County Planning Authority.

Not less than 6 months prior to the planned cessation of the solar generation operations, a Decommissioning Environmental Management Plan (DEMP) shall be submitted to, and approved in writing by, the County Planning Authority. The DEMP shall include, but not be limited to, the following details:

- a. The demolition / dismantling and removal of the plant;
- b. Site waste management including measures to recycle materials on the site;
- c. Hours of working;
- d. Car parking arrangements;
- e. Traffic management;
- f. Measures to control lighting, noise, dust, odours and fumes in order to minimise any adverse effects on the amenity of neighbours or surrounding uses;
- g. Temporary storage compounds and stockpile areas;
- h. Measures to protect trees and hedgerows;
- i. Temporary fencing and means of enclosure;
- j. Measures to minimise the pollution of surface and ground water and to deal with any areas of contamination;
- k. A restoration scheme; and



I. A programme for implementation.

Decommissioning shall not commence until the DEMP has been approved in writing by the County Planning Authority and the Site shall be decommissioned and restored in full accordance with the approved DEMP and timetable thereafter.

**Reason:** *The application has been assessed and determined with the inclusion of solar panels on the site, but on the basis of decommissioning of these panels, in order to secure the removal of all materials, plant and equipment associated with the solar generation operations, this condition has been added to ensure that there is no long term visual, residential amenity or ecological impact in accordance with policy CC/2 of the South Cambridgeshire Local Plan (2018).*

## Informatives

### Letter of Comfort

This permission is based on the terms of the Letter of Comfort dated 19 July 2021, for the provision of off-site stock fencing and gates (as shown on the plan Appendix A of the Letter of Comfort); on-site wayfinding, benches, bins and signage; and highway maintenance requirements.

### Environmental Permitting Regulations (2016)

The proposed new outfall to the River Cam is likely to fall under the terms of the Environmental Permitting Regulations (EPR) (2016) and so a permit may be required from the Environment Agency for these works.

The EPR are a risk-based framework that enables the Environment Agency to focus regulatory effort towards activities with highest flood or environmental risk. Lower risk activities will be exempt while higher risk activities will require a permit. The proposed works may fall under one or more of the below:

- Exemption
- Standard Rules Permit
- Bespoke permit

For information on the permitting requirements of the works please contact the Environment Agency: [PSO-Brampton@environment-agency.gov.uk](mailto:PSO-Brampton@environment-agency.gov.uk)

Additional information on how to apply for a permit and application forms can be found on the Environment Agency's website at: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

### Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are

regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

## **Pollution Control**

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

## **Guidance on information required to satisfy condition 23**

Surface Water Drainage strategy will also need to include:

- a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- c) Full details of the proposed attenuation and flow control measures;
- d) Site Investigation and test results to confirm infiltration rates;
- e) Temporary storage facilities if the development is to be phased;
- f) A timetable for implementation;
- g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- h) Full details of the maintenance/adoption of the surface water drainage system; and
- i) Relevant permissions from third party asset owners to allow connections into their systems.

## **Water efficient sanitary ware**

It is noted that toilet provision will be made as part of the Travel Hub building being provided on site. As water use will be relatively low, it is not considered necessary for water use to be conditioned for this proposal, but it is recommended that water efficient sanitary ware be specified for the toilets, making reference to the appropriate specification in Table 2.2 of Part G of the Building Regulations

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/504207/BR\\_PDF\\_AD\\_G\\_2015\\_with\\_2016\\_amendments.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/504207/BR_PDF_AD_G_2015_with_2016_amendments.pdf)).

## **Archaeology**

Partial discharge of condition 20 can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the Written Scheme of Investigation.

### **General Contaminative Land Informative:**

Contaminated land should be considered and assessed in accordance with government / industry best practice and technical guidance and the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' – available online at:

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/sustainable-design-and-construction-consultation-spd/>

Further specialist advice and comments on contaminated land pertinent to this site can be obtained from Helen Bord or Claire Sproats - Scientific Officers, SCDC Waste and Environment – Contaminated Land Telephone No: 01954 713444 or email [contamland@scambs.gov.uk](mailto:contamland@scambs.gov.uk)

### **24 hour working**

If 24 hour working on the new Non-Motorised User bridge or road / bridge improvements are required, the following information will need to be submitted for approval to allow working outside of those controlled by condition 11:

- a) Results of a survey of noise sensitive properties (as agreed between the applicant and the County Planning Authority) identified as being in close proximity to the works with distance data to be provided;
- b) Details of the noise mitigation measures to be implemented prior to the works;
- c) Details of any lighting required as part of the works and the proposed locations for these, including any light spill anticipated;
- d) A timetable for the proposed works, including dates and times of the specific activities proposed, including the removal of any materials off site; and
- e) Biodiversity Method Statement setting out mitigation for impact on ecology and how it will accord with the Construction Environment Management Plan for Biodiversity (condition 9 criterion (a)).

If approval is granted, a letter will be required to be sent by the applicant to any affected sensitive properties or wildlife groups (as agreed between the applicant and the County Planning Authority) at least 5 working days before commencement of construction of the 24 hour working proposals which shall include emergency contact details and the details of the mitigation measures to be put in place as identified and approved in a) to e) above.

### **Lighting Guidance**

Artificial lighting on and off site must meet the Obtrusive Light Limitations for External Lighting Installations contained within the Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light – GN01:2011 (or as superseded).

### **Sustainable Design and Construction**

It is recommended for the Applicant to have consideration of the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' - available online at:

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/sustainable-design-and-construction-consultation-spd/>

Overall, any detailed design matters should be in accordance with the appropriate Design Codes/SPDs published.

### **Highways England Third Party Works (Section 278 Agreements)**

If as part of development proposals, there is a need to alter the trunk road network either to provide access on to it or to provide improvements to the road and its junctions, in order to mitigate the impact of the development, then the developer will need to enter in an arrangement with Highways England to procure and deliver these works. The applicant's attention is drawn to the information included in the letter from Highways England dated 11 March 2021.

### **Airport safeguarding**

The applicant's attention is drawn to the information included in the letter from the Imperial War Museum (IWM) Duxford dated 22 April 2021. This highlights the need to maintain contact with the IWM Duxford Airfield during the construction period in the case of any crane or drone usage, or road closures in case this effects their operations.

### **Lord's Bridge Radio Observatory safeguarding**

The applicant's attention is drawn to the information included in the response from the University of Cambridge dated 18 March 2021. This highlights the need to maintain contact with the Lord's Bridge Radio Observatory to ensure that if radio interference and / or suppression measures prove to be necessary, these can be incorporated within the design with their approval in line with condition 22.

Compliance with paragraph 38 of the National Planning Policy Framework (2021).

The applicant sought pre-application advice. The County Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. The applicant has responded positively to the advice and recommendations provided and amendments have been made (where required) to satisfy concerns raised. All land use planning matters have been given full consideration, which resulted in overall support for the development proposal from statutory consultees.

Source Documents

[South Cambridgeshire Local Plan adopted September 2018](#)

[Cambridgeshire and Peterborough Minerals and Waste Core Strategy adopted July 2011](#)

[Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan adopted February 2012](#)

[Local Transport Plan | Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](#)





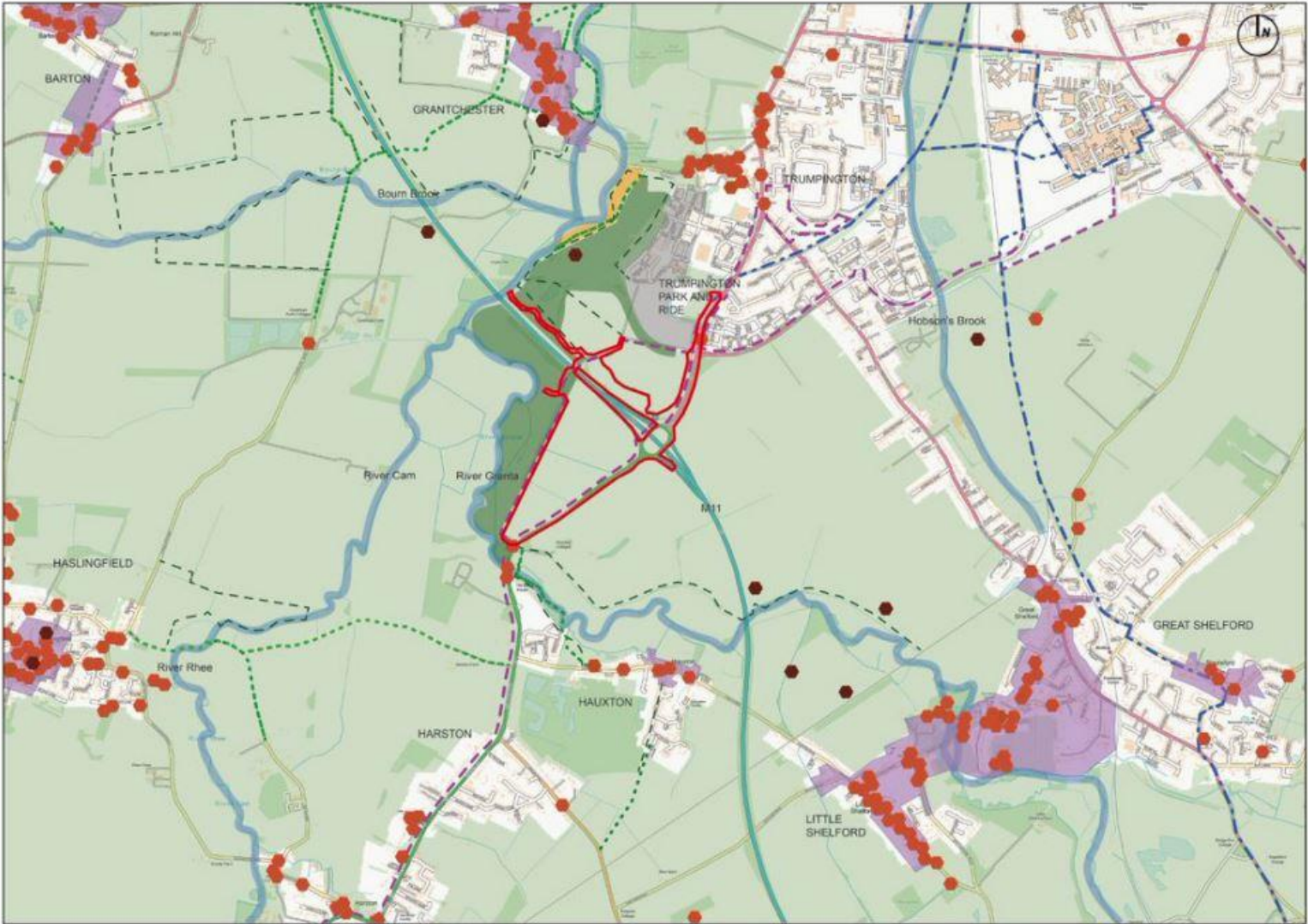








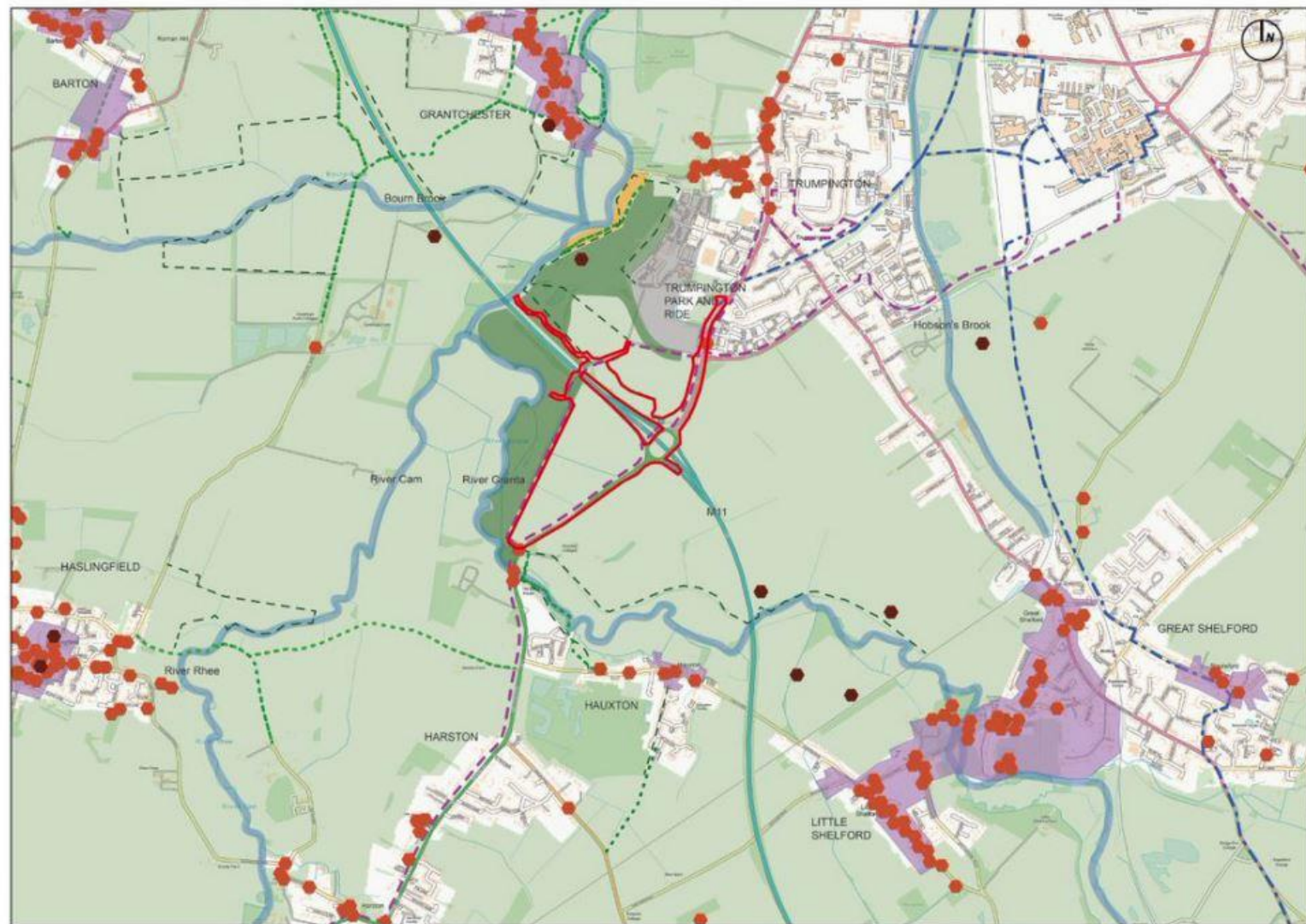
CAMBRIDGE SOUTH WEST TRAVEL HUB  
CONSTRAINTS AND OPPORTUNITIES



- |                                  |                   |                 |                      |                        |                                 |                  |
|----------------------------------|-------------------|-----------------|----------------------|------------------------|---------------------------------|------------------|
| CSWTH red line boundary          | Green Belt        | Nature Reserve  | Under Construction   | Cycle Route            | National Cycle Network Route 11 | Listed Buildings |
| Trumpington Meadows Country Park | Conservation Area | Permissive Path | Public Rights of Way | Existing Water Courses | Scheduled Monuments             |                  |

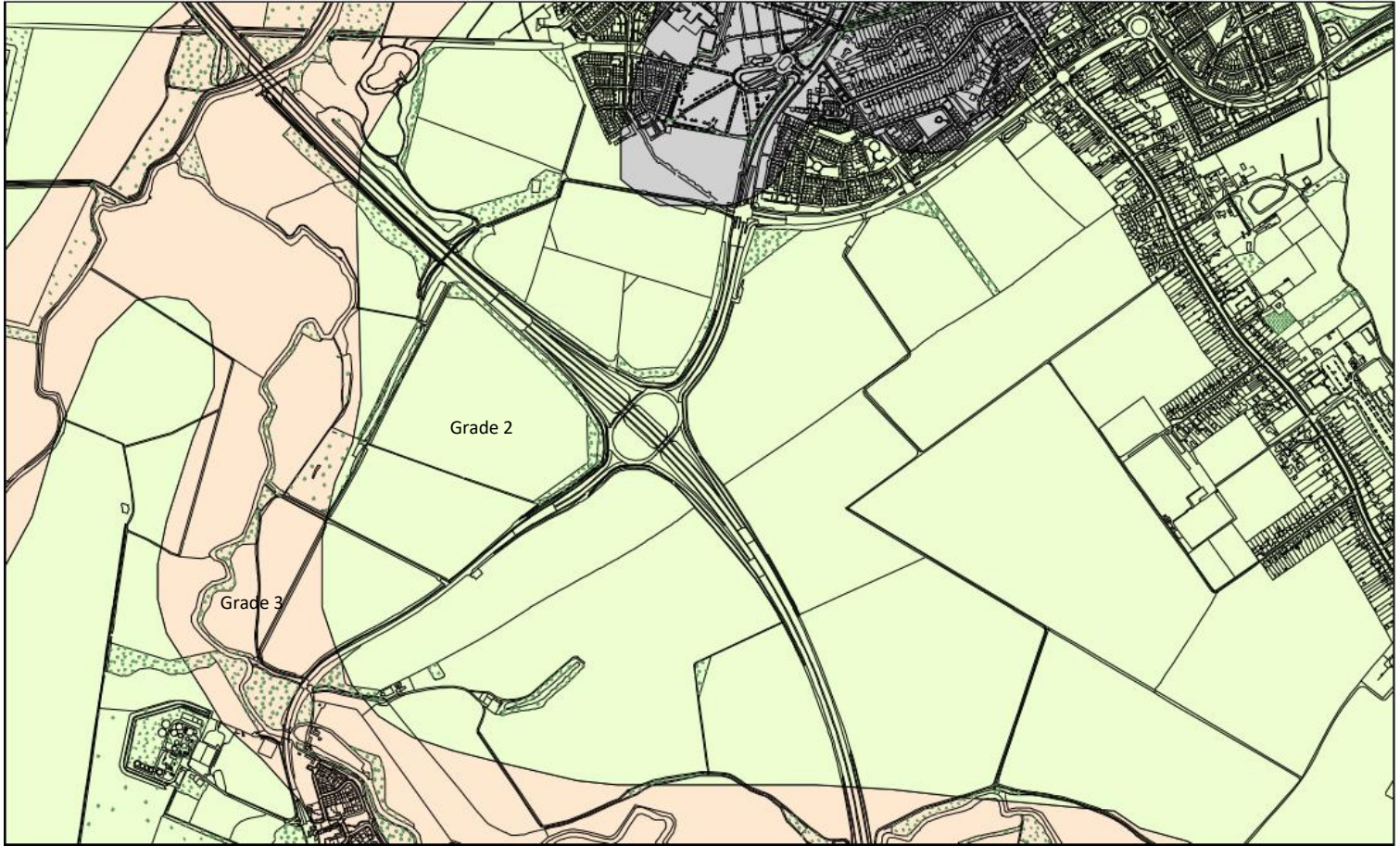


# CAMBRIDGE SOUTH WEST TRAVEL HUB CONSTRAINTS AND OPPORTUNITIES











Date: 19/07/2020

Contact: Tim Watkins  
Direct dial: 01223 706575  
E Mail: Timothy.watkins@cambridgeshire.gov.uk

Emma Fitch  
Assistant Director, Planning Growth &  
Environment  
Environment and Commercial  
Place and Economy  
Cambridgeshire County Council  
SH1315 Shire Hall, Castle Street  
Cambridge  
CB3 0AP

**Place and Economy**  
Executive Director, Steve Cox

**Major Infrastructure Delivery**  
SH1311  
Shire Hall  
Cambridge  
CB3 0AP

Tel: 01223 699069

Dear Ms Fitch

**Application under Regulation 3 of the Town and Country Planning General  
Regulations 1992 for the Proposed Cambridge South West Travel Hub -  
CCC/20/040/FUL**

I am writing further to the consultation response provided by Cambridgeshire County Councils Transport Assessment team and the Wildlife Trust in the planning application with reference number CCC/20/040/FUL (the Planning Application).

On behalf of the applicant I confirm, in the form of this letter, that the applicant gives a written and binding commitment that a commuted sum (the Commuted Sum) will be paid by the Greater Cambridge Partnership (GCP) to Cambridgeshire County Council (CCC) for the ongoing maintenance and running costs of the infrastructure constructed as part of the Planning Application (the Asset).

The applicant confirms that the highways matters listed below are accepted:

1. The value of the Commuted Sum will be agreed between the Applicant and the Council following completion of the detailed design of the Infrastructure and prior to the handover of the Infrastructure to the Council.
2. The Commuted Sum will be used for the ongoing maintenance and operation of the Infrastructure for a period of not less than 60 years.
3. The detailed design of the Infrastructure will be subject to the Design Manual for Roads (DMRB) standards and will be reviewed and confirmed in writing by the Council as part of an agreed process and will be a pre-commencement planning condition attached to the planning permission.



On behalf of the applicant I also confirm, in the form of this letter, that the applicant gives a written and binding commitment that should the planning application be granted and subsequently implemented there will be a provision for:

1. Stock Fencing and Field Gates around the meadows (as shown on the attached plan in appendix A). The proposed stock fencing and gates will be erected within this area prior to the first use of the Travel Hub site, in accordance with the area shown on the plan within Appendix A.
2. Wayfinding and signage within the application site as part of the long-term management and maintenance of the site by CCC, in accordance with the details set out within the LEMP submitted as part of the application or as superseded by any planning conditions.
3. Biodiversity Net Gain and landscaping will be delivered as will be required should planning permission be granted

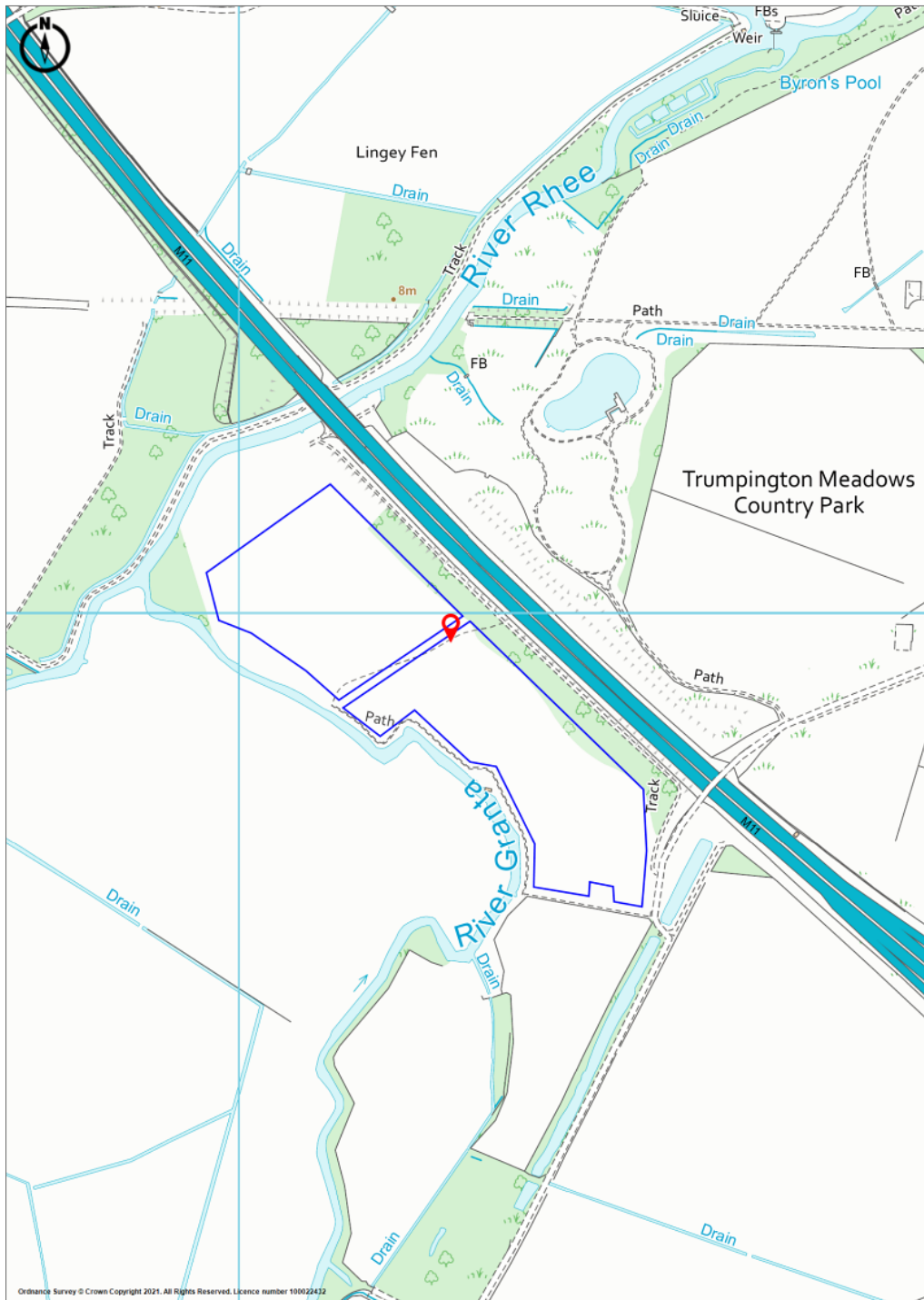
This letter confirms the GCP's intention by way of a letter of comfort to the CCC to ensure that the Commuted Sum and mitigation measures set out within the content of this correspondence will be agreed and secured from commencement of use of the proposed development.

Yours sincerely



Tim Watkins  
Senior Delivery Project Manager,  
Greater Cambridge Partnership

Proposed Wildlife Trust fencing area  
Application Reference: CCC/20/040/FUL



**Promap**  
LANDMARK INFORMATION

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Licence number 100022432.  
Plotted Scale - 1:7500. Paper Size - A4



## Summary of Decisions Made Under Delegated Powers

To: Planning Committee

Date: 24 February 2022

From: Assistant Director, Planning, Growth & Environment

Electoral division(s): All

Purpose: To consider the above

Recommendation: The committee is invited to note the report

Officer contact:  
Name: Deborah Jeakins  
Post: Principal Enforcement and Monitoring Officer  
Email: [Link to the email address for Deborah Jeakins](#)  
Tel: 01223 715544

## 1.0 INTRODUCTION

1.1 At the committee meeting on 31 January 2005 it was agreed that a brief summary of all the planning applications that have been determined by the Head of Strategic Planning under delegated powers would be provided.

1.2 The Scheme of Delegation set out in Part 3D of the Council's Constitution describes the extent and nature of the authority delegated to the Executive Director: Place and Economy to undertake functions on behalf of Cambridgeshire County Council. The delegations are made either by the Full Council or one of its committees. –The Executive Director, considered it necessary and expedient, to authorise the Head of Strategic Planning (now the Assistant Director Planning, Growth & Environment) to undertake functions on his behalf. These authorisations are included within a written schedule of authorisation published on the Council's website which is available at the following link for Place and Economy:  
<https://www.cambridgeshire.gov.uk/council/council-structure/council-s-constitution/>.

## 2.0 SUMMARY OF DECISIONS

2.1 Two applications have been granted planning permission under delegated powers during the period between 08/01/22 and 03/02/22 as set out below:

1. CCC/20/056/FUL- Change of use of land and buildings from storage and distribution to vehicle dismantling and parts storage (Retrospective).

Location- VR Parts Ltd, 229 March Road, Coates, Cambs, PE7 2DE.

Decision granted 31/01/22.

For further information please contact Helen Wass 01223 715522.

2. CCC/21/253/VAR- Importation by rail of suitable restoration material over a period of 5yrs to partially infill an existing quarry void to provide for the restoration of the western and north-western areas of Barrington Quarry to a combination of agriculture and nature conservation after-uses and all associated works including railway refurbishment and the retention and continued use of existing weighbridge, office and workshop

Informative: Section 73 planning application to develop land without complying with condition 2 of planning permission CCC/20/089/VAR to allow restoration of land bordering North Pit to continue for a further 2 years until 31 December 2023.

Location- Barrington Quarry, Haslingfield Road, Barrington, CB22 7RQ.

Decision granted 17/01/22.

For further information please contact Helen Wass 01223 715522.