

Planning Committee Minutes

Date: Wednesday 15 June 2022

Time: 10:00a.m.- 12.08p.m.

Venue: New Shire Hall, Alconbury Weald

Present: Councillors Batchelor (Chair), Bradnam, Corney, Murphy, Prentice, Rae (Vice Chair), Sanderson and Smith

30. Notification of Chair and Vice Chair

It was resolved to note the appointment by Full Council of Councillors Henry Batchelor and Catherine Rae as Chair and Vice-Chair of Planning Committee for the 2022/23 municipal year.

31. Apologies for Absence

Apologies were received from Councillors Connor (Councillor Prentice substituting), Gardener and Gough (Councillor Edna Murphy substituting).

32. Declarations of Interest

None.

33. Minutes – 20 April 2022

It was resolved to approve the minutes of the meeting held on 20 April 2022 as a correct record.

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

At: Land to the north/north-west of Hauxton Road (A10), to the north-west and north of Junction 11 of the M11 and to the west of Cambridge Road

(A10) CB22 5HT (within the parish of Hauxton and partly within the parish of South Trumington).

Applicant: Cambridgeshire County Council

Application Number: CCC/20/040/FUL

Members received an addendum report that addressed reasons for the deferral of the planning application for the proposed Travel Hub and associated works located at the north/north-west of Hauxton Road (A10) and the north of Junction 11 of the M11 and to the west of Cambridge Road (A10).

In advance of the Planning Officer presenting the report, the Chair confirmed that the substitute Members attending the meeting (Councillors Murphy and Prentice) had both read and understood all the material that had been presented to the previous meetings where the item had been debated. Both Councillors Murphy and Prentice confirmed they had.

The presenting officer reminded the Committee of the reasons for deferral given by the Committee at its February 2022 meeting:

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

The presenting officer highlighted how each reason for deferral had been addressed within the addendum report presented at the 24 February 2022 meeting of the Planning Committee together with the latest addendum report. Members noted that it was only these reasons for deferral that were to be considered by the Committee in reaching its decision.

The presenting officer highlighted the site location on a map, together with a site plan. The location of the proposed new bridge was shown together with elevations and plans of the lighting and solar canopies. Additional slides were shown that had not been previously seen by the Committee that provided the boundary of the green belt.

Members noted that the planning application had been brought to Committee because it was a departure from the development plan where the objections received could not be addressed by planning conditions. There had been no objections received from statutory consultees and that the applicant had provided additional clarifications to address the reasons for deferral and signpost Members to the information set out in the original application, therefore the officer recommendation remained for planning permission to be granted.

In response to member questions:

- It was confirmed that as set out in the July 2021 report in paragraph 2.1 the total red-line area of the application totalled approximately 46.65 hectares (approximately 115.2 acres) that accounted for all associated works. Upon completion the main Travel Hub site would occupy approximately 29.5 hectares (approximately 73 acres) in the Cambridge Green Belt.
- The Committee noted that the visual impact of the site was considered at the July 2021 meeting of the Planning Committee and could not be considered as part of the debate. It was also confirmed that the impact of traffic on neighbouring communities had been assessed by the Transport Assessment Team.
- Explanation was provided regarding the amended condition 4 contained within the report that required an updated carbon assessment, which was required in advance of commencement of construction. The Committee was advised that what had been submitted as part of the planning application was in accordance with adopted planning policy. However, there was now opportunity, should permission be granted, for an updated carbon assessment to be sought prior to development based on the detailed design. The condition would ensure that as much as possible is done to address embedded carbon in advance of construction. The Committee noted that the carbon assessment was not a material planning consideration. The assessment consisted of 3 areas; embodied carbon during the construction phase, carbon emissions when the site was operational and the future impact on car mileage. All construction resulted in a carbon footprint; however, it was important to achieve the necessary strategic infrastructure to minimise carbon impact now and in the future.
- It was noted that the Cambridgeshire and Peterborough Combined Authority's (CPCA), Local Transport Infrastructure Connectivity Plan (LTCP) that was currently being consulted on included the travel hub in its overall transport plan that demonstrated that the demand for the hub remained following the COVID-19 pandemic. The Committee recognised that the emerging document could not be given weight when considering the application, however, it provided wider context.
- A thorough explanation of how the transport assessment was undertaken and considered was provided to Members. The assessment used the Cambridgeshire County Council Strategic Transport Model to look at the reassignment of traffic. The Committee noted that there would be an impact mainly on the M11, however, there would be a reduction in traffic in several areas where it would move to the M11. It was also explained that the carbon calculations had been completed in accordance with the Design Manual for Roads and Bridges that required focus on a small part of

the network around the travel hub rather than the wider impact of the scheme on a larger area which the travel hub would have.

- Assurance was provided regarding traffic levels in the village of Harston. It was explained that it had been identified that following modelling of the traffic flows on the A10 there was a slight reduction in traffic levels.
- It was explained that the COVID-19 pandemic had changed travel habits, however it was also evident that people were returning to offices for periods of time during the week. There was also significant demand for office space in Cambridge and the next local plan had significant growth built into it for office space which was larger than projected when the park and ride was conceived. Cambridge had no space for more cars; therefore, the travel hub represented a critical part of an overall strategy and as such should not be viewed in isolation but as part of a range of schemes. Trumpington park and ride had been expanded as far as possible and the Babraham Road park and ride was awaiting a decision on expansion. Work had been undertaken with Addenbrooke's Hospital and the biomedical campus to encourage alternative means of transport to and from work. Since free-of-charge car parking was being withdrawn following the pandemic usage of the sites was increasing significantly.
- Officers confirmed that it was possible to add or amend informatives to the conditions and suggested that they be discussed during the debate of the application.

The Chair invited Mr Rupert Pearce-Gould to address the Committee on behalf of Harston Parish Council in objection to the application. Mr Pearce-Gould began by expressing disappointment that the membership of the Committee had changed since the planning application was last considered at the February meeting of the Committee. Mr Pearce-Gould expressed the view that the proposed development would introduce delays for residents of Hauxton and Harston travelling to Cambridge along the A10 and that new office buildings would require on-site parking to prevent employees being delayed in getting to work by having to switch to an alternative means of transport to reach their place of work. The overall impact of the proposals would likely result in the need for a by-pass much sooner. Mr Pearce-Gould expressed the view that proposals should be for a temporary car park extension on the site north of the M11 until such time as East West Rail or the Cambridge Integrated Travel System was put in place. Attention was then drawn by Mr Pearce-Gould to the proposed changes at Maddingley, to the north of the proposed development, that would directly impact on the proposed site. As a principle, using remote car parks did not represent an effective plan for a travel system as it would create secondary hubs. Carbon calculations should be completed over 120 years and also include modelling of the alternatives to the travel hub (an approach that East West Rail had taken when undertaking the carbon assessment of its proposals). In conclusion Mr Pearce-Gould stated that the proposed development was inappropriate use of the green belt. The green belt was devised as a cordon sanitaire between Harston, Hauxton and Cambridge and would be destroyed because of the development.

The Chair invited Dr Mike Moore, Chairman of Addenbrooke's Hospital to address the Committee in support of the application. Dr Moore highlighted the vital role the hospital

played in the local economy as an employer and being actively involved in apprenticeships. The hospital was a national leading trauma centre and world-renowned teaching hospital. Dr Moore then explained why the proposed development was hugely important to the hospital. One of the most difficult challenges facing the hospital was the recruitment and retention of staff. The majority of staff employed by Addenbrooke's earned less than the average median wage for Cambridge. The impact of the COVID-19 pandemic on staff was severe and they were exhausted. Cambridge was an expensive place to live and the current inflationary pressures on the cost of living would likely increase the rate of staff turnover. More than half of the low-paid staff at Addenbrooke's lived outside of Cambridge and of consistent importance to them in staff surveys were housing and travel.

In response to a Member question, Dr Moore confirmed that staff already accepted the principle that they were unable to park on-site and would have to shift to alternative modes of transport to complete their journeys to work.

The Chair invited David Fletcher, agent for the applicant and Peter Blake, Director of Transport, Greater Cambridge Partnership to address the Committee in support of the application. Mr Fletcher began by addressing the reasons for deferral provided at the February 2022 meeting of the Committee. With regard to the proposals representing inappropriate use of the green belt, Mr Fletcher drew attention to the robust analysis that had been undertaken of the Trumpington park and ride site and its potential expansion that was rejected. There was a clear need for the hub to be located in the green belt in order to effectively intercept traffic. Demand had been robustly modelled by the County Council as the applicant and the site was chosen because it scored best in terms of meeting transport objectives and in maintaining the separation of Cambridge and the villages of Hauxton and Harston. Attention was drawn to the improvements for non-motorised users of the travel hub and the biodiversity net gains for the site that were of significant benefit together with the photo-voltaic panels. In conclusion Peter Blake informed Members that the travel hub proposals were originally taken forward by Cambridgeshire County Council. The hub featured in the Cambridgeshire and Peterborough Combined Authority's Local Transport Connectivity Plan -and the emerging local plan, both of which demonstrated the consensus for the scheme. The travel hub would intercept traffic and reduce traffic levels. It was essential for local growth and would significantly improve the M11 gyratory.

The Chair invited Jane Paterson-Todd, Chief Executive, Cambridge Ahead to speak in support of the application. Ms Paterson-Todd began by informing the Committee that Cambridge Ahead was a business mentorship organisation. The location needed to be fully responsive to the transport needs being faced. Future demand and economic growth had consistently demonstrated the robust nature of the regional economy. Growth in Cambridge was predicted to be 4.2% with knowledge intensive sectors increasing between 10% and 18%. The proposed Travel Hub would service those sectors. Cambridge Ahead had recently published a report on working practices following the COVID-19 pandemic that demonstrated private car use was continuing to dominate transport and Cambridge Ahead was firmly of the view that travel hub assets around the city would be vital.

The Chair invited Mr James Littlewood, Chief Executive, Cambridge Past Present and Future to address the Committee in objection to the application. Mr Littlewood began by

drawing attention to the conclusion of the officer report. Members were being asked to approve a future scenario for transport in the Cambridge area that was based on the use of the private car to the edge of Cambridge. There were already 5 park and ride sites that surrounded the city and they had not solved the congestion issues faced by the city. Mr Littlewood stated that the alternative would be to enable people to make their journeys to Cambridge on sustainable means at a much earlier point of their journey, closer to their homes. Planned investment in bus, rail and cycling is designed to provide more sustainable means through which to access the city. If East West Rail was to go ahead then people from the west of the city would be able to access Cambridge through sustainable means. The proposed development would undermine the planned investment in sustainable transport. The Greater Cambridge Partnership was proposing to invest heavily into buses and encouraging people to use park and ride sites would undermine that. Proposed cycleways would also be undermined by the proposed transport infrastructure. The proposed travel hub encouraged use of fossil fuels and represented little more than a giant car park that was intrusive.

Local Member for Sawston and Shelford Councillor Brian Milnes was invited by the Chair to address the Committee. Councillor Milnes began by drawing attention to the cycle provision, in particular the new bridge that was somewhat diversionary and queried whether consideration could be given for cycle provision alongside the A10. The provision of solar panels at the site was essential as it would allow for buses, taxis, and electric bikes to have charging facilities where the power network was deficient. It was also essential that the charging points be as close to the sources of generation as possible. The primary concern for residents was the potential impact on congestion and the belief it would become worse. Councillor Milnes was familiar with the traffic issues along the M11 and A10 and the queues that could be seen in the morning on the M11 commenting that there did not appear to be detail in the officer report regarding advanced mover or traffic light sequencing so that residents did not experience a worsening situation. The economic growth situation for the city was very favourable and the existing park and ride was very busy and could not be expanded further.

During debate of the application:

- A Member commented that the reasons for the deferral had been satisfied and that the Committee had performed well in scrutinising the application. There appeared to be no reasons through which to refuse planning permission.
- The Committee noted the comments of officers regarding a potential informative relating to traffic. National Highways was interested in Junction 11 of the M11 in terms of capacity. Amendments made to that junction that takes account of traffic northbound would be able to leave without queuing and had been considered in some detail. National Highways had a holding objection originally however this had been lifted. It was noted that traffic queues travelling southbound were due to traffic predominantly turning left at the gyratory. The modelling showed that the new site allowed people to use the right-hand lane and use the new travel hub site which would reduce congestion. Junction improvements had also been reviewed by Highways Development Management Officers that identified where traffic originated from and where congestion had occurred cumulatively over the years. It was noted further that the Junction 12 scheme was designed to make it easier to leave the M11 and alleviate existing issues. Traffic signals would be loaded onto an intelligent

system that learned traffic flows on a daily basis and in time would become proactive in management of the signals to ensure the optimal flow of traffic. A Member questioned whether an informative could be added regarding traffic management and it was agreed that wording be drafted during the debate of the application.

- In response to a public speaker a Member clarified that changes to Committee membership did occur periodically.
- A Member commented that both the deferrals were appropriate and the significance of the application warranted thoughtful and careful consideration. The comments of the business community were noted and in particular those regarding demand and predicted growth. The Council's commitments regarding decarbonisation were highlighted and the need for renewable energy generation to be located close to where it was needed. There was a regrettable inevitability that park and ride sites were located in the green belt due to their need to be located in relatively close proximity to communities. The clarification provided by Highways officers that the need for this kind of provision would be ongoing was also highlighted. The concerns raised by public speakers were noted, however, the argument that the proposed development would dissuade people from using other means of sustainable transport was unconvincing. Commenting further, it was essential that the site had the potential to intercept coaches that would otherwise ordinarily travel into Cambridge and sought to achieve this through an informative. A further informative was requested to ensure that there was a way of intercepting coaches and as part of that whether there could be a suitable place for drivers to wait for what could be a considerable time while they waited for their vehicles to be recharged.
- A Member commented that they were strongly in favour of the application. The Committee had thoroughly debated the application. Commenting further, the development would still be necessary if all vehicles were electric as there was no space on Cambridge's roads. The contribution of Addenbrooke's Hospital was highlighted, and the forecast increase in staffing numbers as the hospital expanded. Therefore, demand for the site had been clearly demonstrated.

The Committee adjourned briefly, during which time wording for suggested informatives was drafted for consideration and debate.

Upon the resumption of the meeting the following wording for the suggested informatives was presented to the Committee:

Condition:

19. Details of bus and coach service provision

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

Reason: *To ensure that the sustainable transport information, including the use of electric vehicles, is understood in accordance with policy TI/2 of the South*

Cambridgeshire Local Plan (2018) and policy 81 of the Cambridge City Council Local Plan (2018).

Officers suggested additional wording to guidance held in an informative that relates to the above condition and add how coaches travelling into Cambridge could be intercepted at the site. It was explained that the site would have provision for 12 coaches and a small building that provided toilet and waiting facilities was part of the proposals. However, owing to the site being located in the green belt, the applicant had sought to ensure the building was kept as small as possible in order to minimise the impact on the green belt. The Committee also noted that coach drivers could also use the public transport at the facility to access wider services within the city. The Committee accepted the additional wording by acclamation.

Condition:

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.

Officers reminded the Committee of the concern expressed by Members around the junction access to the travel hub together with the phasing and design of the traffic lights. This would be assessed in depth by the Highways Development Management Team. Officers suggested the following wording for an informative to the above condition titled "Guidance on Information Required to Satisfy Draft Condition 14 - Detailed Highway Drawings".

"In order to ensure the concerns raised around the local road network raised at Planning Committee on 15 June 2022 are fully considered for bullet point 2 within Condition 14 the applicant will need to demonstrate how the proposed signal vehicular access junction off the A10 will avoid unnecessary delays to the local villages."

The Committee accepted the suggested informative by acclamation.

It was proposed by Councillor Smith, seconded by Councillor Bradnam that the recommendation be put to the vote.

On being put to the vote it was resolved unanimously that planning permission be granted subject to the conditions as amended in the addendum report set out in Appendix A to these minutes and the additional informatives detailed above.

35. Enforcement Update Report

The Committee received the Enforcement Update Report that provided information on the Council's enforcement activity for the period 31st December 2021 – 31st May 2022 during which 22 complaints were received.

During discussion Members:

- Asked if there had been an increase in the number of complaints and if so why – officers confirmed that there did not appear to be an increase in the overall number of complaints received.
- Noted that a PCN had been issued in relation to Mitchell Hill, Mineral Extraction Site and the operator had undertaken to make the necessary improvements to the haul road. If the work was not completed by the September deadline, then further appropriate action would be considered at that time.

It was resolved to note the report.

36. Summary of Decisions Taken Under Delegated Powers

It was resolved to note the report.

The Chair concluded the meeting by thanking Rachel Jones, Business Manager, who was leaving the Council, for her work and service to the Committee.

Chair

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;
- q. Archaeological protection and mitigation measures to be implemented during the construction process; and
- r. An updated carbon assessment for the construction phase of the scheme, demonstrating the methods undertaken to reduce embodied carbon from construction.

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

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

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

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

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

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, including the use of electric vehicles, is understood in accordance with policy TI/2 of the South Cambridgeshire Local Plan (2018) and policy 81 of the Cambridge City Council Local Plan (2018).*

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
- l. 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

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).

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.scams.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@scams.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.scams.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 affects 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.

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.

Guidance on information required to satisfy draft condition 14 Detailed highway drawings

In order to ensure the concerns around the local road network raised at Planning Committee on 15 June 2022 are fully considered for bullet point two (2) within condition 14 the applicant will need to demonstrate how the proposed signalled vehicular access junction off the A10 will avoid unnecessary delays to the local villages.

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

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

Guidance on information required to satisfy draft condition 25 Lighting

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

Guidance on any heating sources for the Travel Hub building

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

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](#)
[\(cambridgeshirepeterborough-ca.gov.uk\)](http://cambridgeshirepeterborough-ca.gov.uk)