

PLANNING COMMITTEE



Wednesday, 15 June 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

- 1 Notification of Chair and Vice-Chair**
- 2 Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>
- 3 Planning Minutes 20 April 2022** **3 - 22**
- PLANNING APPLICATIONS**
- 4 CCC-20-040-FUL - Travel Hub, Land to the north-north west of of** **23 - 66**
Hauxton Road (A10)
- ITEMS FOR INFORMATION**
- 5 Enforcement Update Report** **67 - 78**

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The Planning Committee comprises the following members:

Councillor Henry Batchelor (Chair) Councillor Catherine Rae (Vice-Chair) Councillor Anna Bradnam Councillor David Connor Councillor Steve Corney Councillor Ian Gardener Councillor Neil Gough 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: Wednesday 20 April 2022

Time: 10:00a.m.- 12.15p.m.

Venue: New Shire Hall, Alconbury Weald

Present: Councillors Batchelor (Chair), Bradnam, Connor, Corney, Gardener, Kindersley, Rae (Vice Chair) and Smith

25. Apologies for Absence

None.

26. Declarations of Interest

Councillor Corney declared a non-pecuniary interest in minute 28 as he had worked at Saxon Pit, but not for the applicant.

Councillor Connor declared an interest in minute 28 as he was present at Whittlesey Town Council where the application was discussed and received a presentation from Saxon Gate Residents Group and the applicant. He assured the Committee that he did not engage and would remain open minded to the application.

Councillor Gardener informed the Committee that he was a former employee of London Brick but was not involved with the applicant.

27. Minutes – 24 February 2022 and 16 March 2022

It was resolved to approve the minutes of the meetings held on 24 February 2022 and 16 March 2022 as a correct record.

28. Importation, storage, processing, including use of Trommel, picking and recycling of incinerator and bottom ash (IBA) and construction and

demolition (C&D) waste, for exportation for use as incinerator bottom ash secondary aggregates (IBBA).

At: Former Saxon Brickworks, Peterborough Road, Whittlesey, PE7 1PD

Applicant: Johnsons Aggregates and Recycling Limited

Application Number: CCC/21/024/FUL

Members received a Planning Application which sought permission to import, store, process and recycle 250,000 tonnes per annum incinerator bottom ash (IBA) and 50,000 tonnes per annum of construction and demolition (C&D) waste, for exportation for use as incinerator bottom ash secondary aggregates (IBBA)

The presenting officer informed the Committee that since the publication of the agenda and report, 16 further copies of an objection letter and one other relating to public health had been received. The points raised in the letter were addressed at paragraph 6.6 of the officer report.

An addendum to the officer report had been published on the Council's website ([here](#)) relating to draft condition 6 relating to operating hours at the site that would provide clarity to the site restrictions.

The Committee noted that Energy from Waste facilities run constantly and incinerate waste 24 hours a day. The applicant was therefore contractually obliged to accept the by-product constantly which placed a need to accept material on bank and public holidays. Therefore, the weighbridge would be required to be operational and therefore proposed condition 6 did not exclude public holidays.

Members noted that there had been a large number of objections from the public in respect of this application which have been addressed in the considerations section of the officer report. There were no objections to the planning application received from statutory consultees.

The presenting officer informed Members that an number of objections had been received that did not relate to the application before the Committee. Waste material deposited elsewhere on the site, noise and odour emissions, building use and metal crushing were not related to the applicant and Fenland District Council Environmental Health Officers was investigating alleged breaches. The applicant was not yet operational at the site.

The presenting officer explained the process for the importation and processing of waste material at the site.

The Committee were shown a map of the site area and noted the highlighted operational application site together with a further area included with the consent of

landowner to enable the operator to fulfil a Biodiversity Net Gain of 19%. The presenting officer explained that there was no facility in the application site to provide additional biodiversity owing to the concrete base.

A site plan was shown that illustrated building locations that have extant planning permissions. Storage areas, trommel and IBAA storage area and the unprocessed IBBA areas were also highlighted together with the outline of the office welfare building.

Photographs of the A605 view to Whittlesey were shown together with a close view of the site entrance at which a 'no left turn sign' was visible. The Committee noted that the applicant had volunteered and was working with the Highway Authority to improve the entrance to the site and 10m either side of entrance along the highway.

The presenting officer drew attention to the IBBA storage area and Trommel and informed the Committee that the IBBA storage bays would be covered in compliance with the requirements of the Environment Agency permit.

The Committee noted that the applicant had installed air monitoring equipment and provided a base line before the site became operational. Those results are submitted to the Environment Agency for consideration.

In response to member questions:

- Clarity was provided regarding the activities taking place at the site during January and February 2022 where residents had raised concerns about noise emanating from the site. Operations had begun to re-start following a period of inactivity due to the COVID-19 pandemic. An existing waste related planning permission had been halted for a period of time for both an Environment Agency investigation regarding unauthorised material entering the site and for Covid reasons, however, that could now continue. The other existing permission at the site related to a company (TAG), that admitted mixed shredder waste for processing to be exported as Residue Derived Fuel. That company was no longer at the site and was not operational in January 2022 (although the permission was still live). 2 of the buildings occupied by TAG form part of the application being considered. A further company had begun operating in a building previously occupied by TAG that imported raw green material to the site and processed the material to create forest products. The company operated a trommel in the building.
- It was confirmed that reports of residents being woken at night due to noise had been investigated with extensive noise monitoring undertaken. The noise recorded at the site had not reached the threshold to be considered a statutory nuisance and were not related to the application before the Committee for determination.
- It was noted that the base-line levels for the noise levels was undertaken during a period of lockdown during the COVID-19 pandemic and therefore there were no operations taking place at the site and there was also reduced traffic noise. The applicant had projected noise levels against that baseline rather than what would be considered normal noise levels when the site was fully operational.

- Confirmed that the photographs shown to the Committee of the A605 were taken on 16th March 2022 between 2.30 and 3pm.
- It was explained that with regard to the washing of trailers before leaving the site, the applicant operated under the requirements of the Environment Agency Permit which had already been issued as they were satisfied with the proposed environmental controls.
- It was noted that the applicant proposed to install rapid opening and closing doors together with sophisticated ventilation that would minimise material escaping the building and noise. It was confirmed that in hot weather, the doors would remain closed.
- It was explained that monitoring of PM10 and PM2.5 particles was a matter for the Environment Agency acting in its role as the pollution control authority.
- Members noted that car parking for houses located at the entrance to the site was located to the rear of the buildings.

The Chair invited Councillor Roy Gerstner, speaking on behalf of Whittlesey Town Council to address the Committee and expressed the concern and views of residents and concentrated on the A605.

Councillor Gerstner referenced a Peterborough Highways Report which stated that the A605 had the 2nd highest number of HGV movements in Fenland (2,351 in 12 hours measured in 2019). The predicted HGV movements relating to the proposed development would, in reality, be in the region of 25,000 per annum, producing in excess of half a million tonnes of CO₂. Councillor Gerstner also questioned the extent to which material for processing could be sourced locally, adding that much would have to be transported from many miles away.

The Committee was informed that Whittlesey Town Council, was of the view that insufficient weight had been given to the amount of pollution from the circa 25,000 HGV movements per year. There had been insufficient assessment of NO₂ (Nitrogen dioxide) CO₂ (Carbon dioxide) or Particulate Matter 2.5 and 10 as to the effect they would have on residents and nearby school. Although it was accepted that monitoring of pollutants/odour and noise would be undertaken, there was no long-term calculation of the potential effects of such pollutants.

Councillor Gerstner drew attention to the carbon footprint of the HGV movements that were contrary to the aims of the Cambridgeshire and Peterborough climate change report that sought reductions in all areas of climate pollution. Commenting further, he questioned how all vehicles would arrive and depart to and from the west of the site and what sanctions drivers would face for non-compliance.

Although accepting that processing of IBA material was preferable to it being sent to landfill, Councillor Gerstner commented that the site location was inappropriate, being too close to residential areas and a primary school. Furthermore, the quantity of rubber and carbon left on the road from the tyres and brakes of the HGV vehicles was significant (on average a 4-axle tipper lorry would deposit 176kg of dust per year).

In conclusion Councillor Gerstner highlighted the Government's commitments around climate change following the COP26 conference and the Council's promised a strategic approach to climate change, delivering a place-based approach to tackle the climate crisis and implored Cambridgeshire County Council to deliver on that promise.

The Chair invited Paul Capell, Chairman of Johnson's Aggregates and Recycling (applicant) to address the Committee. Mr Capell began by highlighting the experience and positive reputation the company enjoyed within the industry. The Committee noted that the design of the facility had been reviewed and approved by the Environment Agency. Mr Capell continued by informing the Committee that that Johnson's Aggregates and Recycling could clearly demonstrate how the company moved waste up the waste hierarchy. Hazardous or toxic waste could not be accepted at the site. The Committee was informed that 10% of waste material brought to the site for processing was metal that was extracted, sorted and sent to smelters for recycling. The facility would also produce IBBA, used in road aggregates. Any material leaving the site was designated as non-hazardous and reduced the need for quarried materials.

Mr Capell concluded by addressing some of the concerns regarding the planned operation at the site. The sector was highly regulated and the material that would be processed posed no risk to health or the environment. There was minimal risk of dust as operations would be undertaken indoors and state of the art dust monitoring would be undertaken, including that of PM10s. Noise levels would not constitute a nuisance as the baseline for the noise report was undertaken during a period of lockdown during the COVID-19 pandemic and the site was not operational. Mr Capell shared the concerns regarding the A605 and informed the Committee that it was written into contracts for HGV drivers not to turn left out of the site and would be monitored by ANPR.

In response to Member questions Mr Capell:

- Explained that the proposed operational hours at the site were dependent on the material being brought to the site. It was not intended to crush material on Bank and Public Holidays however, there could be a need to accept material when there were 2 Bank Holidays close together such as Easter and Christmas.
- Informed Members that the total number of HGV movements detailed in the officer report accounted for all HGV movements. The Committee noted that currently there were no restrictions on the number of HGV movements.
- Explained that the addendum tabled at the start of the meeting provided added clarity regarding working hours. Members noted that the operations that would be permitted to take place 24hrs a day would be undertaken indoors and were subject to an Environment Agency Permit and there were no objections from statutory consultees relating to noise.
- Informed Members that several attempts at public consultation had been made. Mr Capell explained why providing a telephone number through which the public could lodge noise complaints may not be appropriate as there was a risk that it would field calls relating to other operations at the site. Mr Capell was, however, open to the

establishment of a liaison committee. Members noted that it would not be organised by the Council.

- Explained that HGVs were equipped with the latest pollution controls and all operated Euro 6 engines. A sustainability consultant had also been employed by the company who would be looking at the potential for electrification of vehicles and loaders at the site.

The Chair invited Mr Steven Hodson representing Saxon Gate residents' association, formed to oppose the proposed development. Mr Hodson informed the Committee that he lived on the A605 and was a retired surveyor and planning consultant. Mr Hodson welcomed the clarification of the operating hours and drew attention to the requirement of other permissions at the site for imported material to be inert with 7am – 5pm operating hours Monday to Friday with some activity on Saturdays. Mr Hodson asserted the view that the waste that would be processed at the site would in fact be hazardous as the material contained micro-plastics (100k particles per 1 tonne of IBA) and residents would be exposed to many particles, drawing attention to the proximity of residential dwellings and nearby school. Mr Hodson cited 2 reports produced by Zero Waste Europe that supported the assertion that IBA was hazardous. Commenting further, Mr Hodson highlighted that the Applicants provided assurance that all regulations would be complied with and commented that the regulations also protected the amenity of residents. Mr Hodson pointed out the use of old brick buildings that were difficult to insulate. The proposed operation was to take place in the location. Other IBA plants were located away from residential areas and utilised purpose-built facilities. In conclusion Mr Hodson requested that planning permission be refused and if that was not possible, then the application be deferred to allow for evidence of the health risk posed by IBA to be fully considered.

The Chair invited Mr Chris Morgan representing Kings Delph residents to address the Committee. Mr Morgan focussed his speech on the volume of HGV traffic, that would be generated by the development if approved and its impact on pollution and safety. Mr Morgan informed the Committee that there was the potential for the number of vehicles to be 19k per day and added to that would be up to 150 HGVs if the applicant was successful in securing additional capacity. Mr Morgan disagreed with the traffic and health impact assessment contained in the officer report and countered that such an increase in the number of HGV movements would have a detrimental impact on both. Mr Morgan also questioned whether the material would be imported on 27 tonne vehicles and was sceptical that it could. Mr Morgan concluded by addressing the existing pedestrian footway along the A605.

The applicant explained that the total weight of the lorry would be 44 tonnes and that 27 tonnes represented the weight of material carried.

The Chair invited local Member Councillor Chris Boden to address the Committee. Councillor Boden informed the Committee that he lived 70m from the lip of Saxon Pit and was likely to move house in the next month, however, it was unrelated to the application before the Committee. Councillor Boden informed Members that the site had generated more constituent complaints than any other issue and highlighted the National Planning Policy Framework (NPPF) that stated decisions should take account of the cumulative effect of development. Councillor Boden expressed his support for

the other public speakers who demonstrated the negative effect on residential amenity. Councillor Boden focussed on the noise nuisance that would emanate from the site as additional use would create additional noise and negative effects. Citing paragraph 185 of the NPPF, Councillor Boden informed Members that planning decisions should be appropriate for the area and account for cumulative impact of development. Councillor Boden drew attention to the number of representations received that illustrated the considerable local concern. Councillor Boden highlighted the other permissions granted in Saxon Pit that all restricted operating hours to protect residential amenity. The application would create more noise and more disruption for local residents and noise had greater impact at night. It was therefore essential that over-night operations were prevented, and operating hours restricted.

In response to Member questions Councillor Boden:

- Explained that he had complete confidence in the technical analysis contained in the noise assessment and that there was no statutory noise nuisance emanating from the site. Councillor Boden explained further that he and residents had worked closely with the Environmental Health Officer and that the complaints were not continuous and appeared depending on the activities taking place at the site. Noise monitoring had been undertaken in resident's back garden and had significant success in addressing some of the complaints.
- Commented that if the Committee did not believe there were sufficient grounds for refusal, then conditions should be imposed to achieve the necessary balance between the need for the development and the protection of residential amenity.
- Commented although the Environmental Health Officer had no objection to the proposed development, there was and had been for some time noise that would undoubtedly increase if permission was granted. Councillor Boden accepted that it was not a statutory noise nuisance that would be emanating from the site but encouraged the Committee to consider the cumulative effects of such development on residents.

During debate of the application Members:

- Expressed concern regarding the operating hours at the site and the impact that would have on residents' amenity.
- Commented that all of the statutory consultees who had closely examined the application documents and the officer report have raised no objection and therefore, while notwithstanding understanding the concerns of residents there was no basis to refuse the applicant on planning grounds.
- Commented that objections received had been addressed within the application. Many of the activities at the site were to be conducted indoors and conveyors were to be covered. Complaints received regarding the site related to other activities taking place at the location and were not linked to the application. Attention was drawn to the self-store and van hire businesses that were located at the site entrance and confirmed that they were matters for Fenland District Council.

- The Environmental Health Officer addressed members and confirmed that noise had been assessed cumulatively and the Committee noted the explanation of how the assessment was undertaken during the COVID-19 pandemic.
- Expressed concern regarding the proposed operation times at the site and asserted the view that there was a compromise to be achieved between the viability and operational requirements of the operation and the residents' amenity. The Chair invited Mr Capell to comment on the proposed hours of operation. Mr Capell explained that there was no possibility of varying the proposed operating hours due to the contractual requirements of the importation of material.
- Commented that there had been no material reason for refusal provided and therefore proposed to add an informative that requested the establishment of a liaison committee chaired by the local Member and that invite be extended to other operators at the site along with the Environmental Health Officer and a representative of the Environment Agency.

It was proposed by Councillor Kindersley, seconded by Councillor Gardner that the recommendation be put to the vote.

On being put to the vote it was resolved by majority [**6 votes in favour, 2 against, 0 abstentions**] 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 informative detailed above.

29. Summary of Decisions Taken Under Delegated Powers

It was resolved to note the report.

Chair

Appendix A

Implementation

- 1 **This permission comes into effect on the date of this consent and only relates to the use of the site for the importation, storage, processing including use of trommel, picking and recycling of incinerator bottom ash and construction and demolition waste, for exportation for use as incinerator bottom ash secondary aggregates (IBAA).**

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 to set out the implementation of the consent in a given timescale taking account of the retrospective element approved.

Extent of the Approved Site Area

- 2 This permission relates only to that part of Saxon Pit shown outlined in red on the application site location plan dated 22 February 2022 and references to 'the site' in these conditions relate specifically to that area and not to the wider former clay brick pit area.

Reason: For clarification and to define the area of development.

Deposit of Waste

- 3 ***Only non-hazardous incinerator bottom ash and construction and demolition waste shall be imported to the site and stockpiled within the area defined on approved Revised Site Layout Plan by HSP Consulting Ltd Ref C3432-600-P07 dated 19 August 2021 received on 07 January 2022***

Reason: To prevent the risk of pollution to the water environment and to protect local amenity in accordance with Policy 18 and Policy 22 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and Policy LP16 of Fenland District Council Local Plan 2014.

Occupation of the Development

- 4 Within 14 days of the first operation of any part of the development hereby permitted the Waste 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.

Approved Plans and Documents

- 5 The development hereby permitted shall be carried out in accordance with the details set out in the application form, planning statement and accompanying Environmental Statement dated 18 February 2021; as amended by the additional supporting information and amendments submitted on the dates referred to below.

- Site Location Plan ES Part 1- Appendix 2 received 22 February 2022
- Revised Site Layout Plan by HSP Consulting Ltd Ref C3432-600-P07 dated 19 August 2021, received 07 January 2022
- Building 1 - Bund Layout by HSP Consulting Ltd Ref C3432-012-C1 dated 01 June 2021, received 07 January 2022
- Building 1 - Plan and Roof Heights Plan by Johnsons Aggregates and Recycling Ltd dated 27 July 2021, received 07 January 2022
- Building 2 - Plan and Roof Heights Plan by Johnsons Aggregates and Recycling Ltd dated 27 July 2021, received 07 January 2022
- IBA Stockpile Wall Layout Plan by HSP Consulting Ref C3432-011-C1 dated January 2022, received 07 January 2022
- New Welfare – Office Building Plan by Phoenix Modular Construction dated July 2021, received 07 January 2022
- Weighbridge Building Plan by GCS Cabins Ltd Ref GCS023 dated 26 March 2021, received 07 January 2022
- Appendix 5 Lighting Plan by Johnsons Aggregates and Recycling Ltd Ref JAR001 v1 dated 29 January 2021, received 18 February 2021
- HSP Framework Workplace Travel Plan by HSP Consulting Ref C3432 dated April 2021, received 23 April 2021
- HSP Transport Assessment by HSP Consulting Ref HSP2021-C3432-T&T-TA-74 dated 10 February 2021, received 18 February 2021
- HSP Addendum Transport Assessment by HSP Consulting Ref HSP2021-C3432-T&T-TA-74 dated April 2021, received 23 April 2021
- HSP Addendum Transport Assessment Appendices by HSP Consulting Ref C3432 received 23 April 2021
- Flood Risk Assessment (Including Surface Water Drainage Scheme) by HSP Consulting Ref HSP 2021-C3432-C&S-FRAS1-60 dated February 2021, received 18 February 2021
- Addendum Flood Risk Assessment v1 by HSP Consulting Ref HSP 2021-C3432-C&S-TR-152 dated April 2021, received 28 April 2021
- Addendum Flood Risk Assessment v2 by HSP Consulting Ref HSP 2021-C3432-C&S-TR-241 dated September 2021 received on 01 October 2021
- Updated Surface Water Drainage Strategy Rev D by HSP Consulting Ref HSP2020-C3432-C&S-TR-18 received 01 October 2021

- ES Part 2 – Section 6 - Phase I Geo-Environmental Desk Study Report by HSP Consulting Ref HSP2021-C3432-G-GPI-65 dated January 2021 and received on 18 February 2021
- ES Part 2 – Section 7 - Preliminary Ecological Assessment by Peak Ecology Ref HSPCo04 dated 15 February 2021, received 18 February 2021
- Reg 25 Updated Ecological Assessment by Peak Ecology Ref HSPCo05.1 dated 12 May 2021, received 14 May 2021
- Air Quality Assessment v 2 Ref P4648-R1V2 by Noisair Acoustics and Air Quality Ltd dated 17 June 2021, received 29 March 2022
- Biodiversity Net Gain Proposals – Revised (v2.0) by Applied Ecology Ltd dated 24 February 2022 received 01 March 2022
- Biodiversity Net Gain Metric received 01 March 2022
- Climate Change Transport CO2 calculations received 11 March 2022
- Sustainability and Climate Change Statement by SBRice Ltd dated February 2022, received 21 February 2022
- Noise Impact Assessment Rev I Ref 16426-NIA-01 by Clement Acoustics dated 11 February 2022, received 15 February 2022
- Technical Noise Memo by Clement Acoustics Ref 16426-TM-01 dated 09 November 2021, received 21 December 2021
- Dust Management Plan Rev 12 by Johnsons Aggregates and Recycling Ltd dated 02 February 2022, received 15 February 2022
- Odour Management Plan Rev 8 by Johnsons Aggregates and Recycling Ltd dated 02 February 2022, received 15 February 2022
- Proposed General Arrangement Plan SB-HSP-00-00-DR-C-909 Rev A dated 18 February 2022 and received 30 March 2022
- Proposed Road Markings and Signage Plan SB-HSP-00-00-DR-C-908 Rev C dated 04 February 2022 and received on 30 March 2022
- 10m HGV Tracking Part 4 SB-HSP-00-00-DR-C-907 dated 05 January 2022 received 10 January 2022
- HGV Routing Agreement Plan ref JAR-024-01 received on 22 March 2022
- 10m HGV Tracking Part 3 SB-HSP-00-00-DR-C-906 dated 05 January 2022, received 10 January 2022
- 10m HGV Tracking Part 2 SB-HSP-00-00-DR-C-905 dated 05 January 2022, received 10 January 2022
- 10m HGV Tracking Part 1 SB-HSP-00-00-DR-C-904 dated 05 January 2022, received 10 January 2022
- 16.5m HGV Tracking Part 1 SB-HSP-00-00-DR-C-901 dated 05 January 2022, received 10 January 2022
- 16.5m HGV Tracking Part 2 SB-HSP-00-00-DR-C-902 dated 05 January 2022, received 10 January 2022
- 16.5m HGV Tracking SB-HSP-00-00-DR-C-903 dated 05 January 2022, received 10 January 2022
- Revised Car Park Layout SB- HSP-00-00-DR-C-900 dated 10 January 2022, received 10 January 2022
- HGV Routing Agreement Plan ref JAR-024-01 received on 22 March 2022
- Health Impact Assessment Final by SBRice Ltd dated March 2022, received 25 March 2022
- Fire Safety Plan received 10 June 2021

Reason: To define the permission and protect the character and appearance of the locality in accordance with Policies, 1 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and Policies LP1, LP2, LP14, LP16, and LP19 of Fenland District Council Local Plan 2014.

Hours

6 No operations, including the delivery and removal of materials shall take place other than specified below:

- External crushing and screening of C& D material – 08:00 – 18:00 Monday to Friday including bank holidays;
- External movement, loading and repositioning of IBA, IBAA and C&D material – 06:00 - 22:00 Monday to Friday and 08:00 – 18:00 on Saturdays;
- Processing of IBA within recycling building 1 as shown on the Revised Site Layout Plan by HSP Consulting Ltd Ref C3432-600-P07 dated 19 August 2021 received on 07 January 2022 06:00 to 22:00 Monday to Friday including bank holidays and 08:00 – 18:00 on Saturday;
- Processing of IBA within recycling building 2 as shown on Revised Site Layout Plan by HSP Consulting Ltd Ref C3432-600-P07 dated 19 August 2021 received on 07 January 2022 and use of associated machinery – 24/7 including Sundays and Bank Holidays (except Christmas Day); and
- Essential servicing and maintenance of plant of other similar works of an essential nature – 24/7 including Sundays and Bank Holidays (except Christmas Day).

Reason: To protect the character and appearance of the locality in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and Policy LP16 of Fenland District Council Local Plan 2014.

Noise

7 The development hereby permitted shall be carried out fully in accordance with the requirements of the Noise Impact Assessment Rev I Ref 16426-NIA-01 by Clement Acoustics dated 11 February 2022 and received on 15 February 2022. The approved Noise Impact Assessment requirements shall be implemented prior to the importation of waste IBA material and maintained thereafter to ensure that the development does not proceed except with the approved noise mitigation scheme.

Reason: 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 (July 2021) and Policy LP16 of Fenland District Council Local Plan 2014.

8 Noise levels shall be monitored by the operating company in accordance with the Noise Impact Assessment Rev I Ref 16426-NIA-01 by Clement Acoustics dated 11 February 2022 and received on 15 February 2022. Monitoring survey results shall be kept by the operating company during the lifetime of the permitted operations and a monitoring report supplied to the Waste Planning Authority within 10 working days of receipt of written request.

Reason: In the interests of local amenity in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP16 of the Fenland Local Plan 2014.

- 9 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 Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and Policy LP16 of Fenland District Council Local Plan 2014.

- 10 All plant and machinery shall be maintained and fitted with appropriate silencers at all times to meet the manufacturer’s noise rating level.

Reason: 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 (July 2021) and Policy LP16 of Fenland District Council Local Plan 2014.

Dust Management and Monitoring

- 11 The development hereby permitted shall be undertaken in accordance with the Dust Management Plan Rev 12 by Johnsons Aggregates and Recycling Ltd, dated 02 February 2022 and received on 15 February 2022. The approved Dust Management Plan requirements shall be implemented prior to the importation of waste material and maintained thereafter to ensure that the development does not proceed except with the approved dust emission mitigation scheme.

Reason: 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 (July 2021) and Policy LP16 of Fenland District Council Local Plan 2014.

- 12 Dust emissions within the non hazardous Materials Recycling Area shall be controlled with facilities being made available and brought into use to ensure that the surface of operations and unprocessed and processed stockpiles are kept damp in periods of dry weather.

Reason: In the interests of limiting the effects on local amenity and to control the impacts of the development on air quality, in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and Policy LP16 of the Fenland District Local Plan 2014.

Air Quality Management and Monitoring

- 13 The development hereby permitted shall be undertaken in accordance with the requirements of the Air Quality Assessment v 2 Ref P4648-R1V2 by Noisair Acoustics and Air Quality Ltd dated 17 June 2021, received on 29 March 2022. The approved Air Quality Assessment requirements shall be implemented prior to the importation of waste material and maintained thereafter to ensure that the development does not proceed except with the approved Air quality management and monitoring scheme.

Reason: 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 and Policy LP16 of Fenland District Council Local Plan 2014.

Odour Management and Monitoring

- 14 The development hereby permitted shall be undertaken in accordance with the requirements of the Odour Management Plan Rev 8 by Johnsons Aggregates and Recycling Ltd, dated 02 February 2022. The approved Odour Management Plan requirements shall be implemented prior to the importation of waste material and maintained thereafter to ensure that the development does not proceed except with the approved odour management and monitoring scheme.

Reason: 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 and Policy LP16 of Fenland District Council Local Plan 2014.

Vehicle Movements

- 15 The total number of 92 (46 in and 46 out) Heavy Commercial Vehicle (HCV) movements associated with the development hereby permitted shall not exceed 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 LP16 of the Fenland District Local Plan 2014.

Record of Vehicle Movements

- 16 A 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 LP16 of the Fenland Local Plan 2014.

HCV Access and Egress

- 17 All HCV's accessing to and from the Site in connection with the use hereby approved shall be from a westerly direction only, turning right into the site and left out of the site only and using the existing access onto the A605 (Peterborough Road), as specified on Traffic Routing Agreement Plan Ref JAR -024-01 received on 22 March 2022 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) and policy LP16 of the Fenland Local Plan 2014.

HCV Routing Agreement

- 18 The development hereby permitted shall not be carried out except in accordance with the Traffic Routing Agreement received on 22 March 2022 and Traffic Routing Agreement Plan Ref JAR -024-01 received on 22 March 2022. The Traffic Routing Agreement and Traffic Routing Agreement 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 LP16 of the Fenland Local Plan 2014.

- 19 The development hereby permitted shall not be brought into operation until a CCTV monitoring system has been installed at the site entrance onto the highway. The system shall be designed to record all vehicle movements into and out of the site. Recordings from the CCTV shall be retained for a minimum of 12 months and made available to the Council at their request.

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 LP16 of the Fenland Local Plan 2014.

HCV Sheeting

- 20 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 Fenland Local Plan 2014.

Annual Throughput of Waste

- 21 No more than 250,000 tonnes of non-hazardous Incinerator Bottom Ash and 50,000 tonnes of Construction and Demolition waste shall be imported to the Site in any 12 month period. The total quantity of imported waste arriving at the site over the preceding 12 months shall be provided in writing to the Waste Planning Authority within 14 days of a written request for that information.

Reason: To limit the daily volumes of net additional traffic in the interests of the amenity of residents on and near the approaches to the site, particularly those living near to the entrance to the brickworks in accordance with Policy 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and Policy LP16 of the Fenland Local Plan 2014.

Ecology

- 22 The development hereby permitted shall only be carried out in accordance with the Biodiversity Net Gain Proposals (v2.0) by Applied Ecology Ltd dated 24 February 2022 received on 01 March 2022.

Reason: In the interests of local amenity, in accordance with policies 18 and 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP16 of the Fenland Local Plan 2014; and the aims and objectives of the Cambridgeshire Biodiversity Action Plan.

Biodiversity Net Gain

- 23 Within three months of the date of this consent, a detailed landscape scheme and Landscape and Ecological Management Plan shall be submitted to the Waste Planning Authority for approval. 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 period of 5 years, including any remedial actions
 - Demonstrate how the scheme will deliver measurable biodiversity net gain
- The approved Landscape and Ecological Management Plan should then be implemented in full.

Reason: to provide an increase in Biodiversity net gain in accordance with Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP19 of the Fenland Local Plan 2014.

Maintenance of Soft Landscaping

- 24 Any trees, hedging or scrub planted within the Site which dies, becomes diseased or is removed within a period of 5 years from the completion of the development shall be replaced in the next planting season with others of similar size and species as those originally planted.

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 LP16 of the Fenland Local Plan 2014.

Stockpile Heights

- 25 No stockpiles of non hazardous waste or other material shall be stored outside of the confines of the approved Waste Materials Reception area. No stockpiles of waste materials shall exceed 6 metres in height when measured from the base.

Reason: 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 (July 2021) and Policy LP16 of Fenland District Council Local Plan 2014.

- 26 Any fuel, oil or chemical storage above ground and refuelling facilities shall be sited on an impermeable base and surrounded and bunded to at least 110% of tank/drum capacity with a sealed drainage sump within the bunded area and no direct discharge to any water course, land or underground strata. All fill, drain and overflow pipes shall be within the bunded area.

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 LP16 of the Fenland Local Plan 2014.

Surface water Drainage

- 27 Within three months of the date of this consent a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment Addendum 2 prepared by HSP Consulting Engineers (ref: HSP2021-C3432-C&S-TR-241) dated September 2021 shall have been submitted for approval in writing by the Waste Planning Authority. The approved scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the premises.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. Policy refs needed

- 28 Within three months of the date of this consent a scheme 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 buildings hereby approved. 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 approved 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 22 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and policy LP16 of the Fenland Local Plan 2014.

Informatives for applicant

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>

Local Lead Flood Authority

Infiltration

Infiltration rates should be worked out in accordance with BRE 365/CIRIA 156. If for an outline application it is not feasible to access the site to carry out soakage tests before planning approval is granted, a desktop study may be undertaken looking at the underlying geology of the area and assuming a worst-case infiltration rate for that site. If infiltration methods are likely to be ineffective then discharge into a watercourse/surface water sewer may be appropriate; however soakage testing will be required at a later stage to clarify this.

OW 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.

Signage

Appropriate signage should be used in multi-function open space areas that would normally be used for recreation but infrequently can flood during extreme events. The signage should clearly explain the use of such areas for flood control and recreation. It should be fully visible so that infrequent flood inundation does not cause alarm. Signage should not be used as a replacement for appropriate design.

Green Roofs

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

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.

Compliance with paragraph 38 of the National Planning Policy Framework

The applicant did not seek pre-application advice. The Waste Planning Authority has worked proactively with the applicant over the last few months to ensure that the proposed development is acceptable in planning terms. All land use planning matters have been given full consideration and consultation took place with statutory consultees, which resulted in overall support from statutory consultees for the development proposal.

Appendix B

Addendum Report – Planning Committee Meeting 20th April 2022

Addendum to Agenda Item 4 CCC/21/024/FUL – Former Saxon Brickworks Peterborough Road, Whittlesey PE7 1PD

Proposed amendment to the wording of proposed condition 6

Hours

6 No operations, including the delivery and removal of materials shall take place other than specified below:

- External crushing and screening of C& D material is permitted to take place between 08:00 – 18:00 Monday to Friday ~~including~~ **excluding bank and public** holidays;
- External movement, loading and repositioning of IBA, IBAA and C&D material **within the site edged red on the Revised Site Layout Plan by HSP Consulting Ltd Ref C3432-600-P07 dated 19 August 2021 received on 07 January 2022 is permitted to take place between 06:00 - 22:00** Monday to Friday and 08:00 – 18:00 on Saturdays;
- **The delivery and removal of Incinerator Bottom Ash, Construction and Demolition Waste, recovered metals and Incinerator Bottom Ash Aggregate materials shall only take place between the hours of 06:00 – 18:00 Monday to Friday, 08:00 – 13:00 Saturdays and at no time on Sundays.**
- Processing of IBA within recycling building 1 as shown on the Revised Site Layout Plan by HSP Consulting Ltd Ref C3432-600-P07 dated 19 August 2021 received on 07 January 2022 **is permitted to take place between 06:00 to 22:00** Monday to Friday including bank holidays and 08:00 – 18:00 on Saturday;

- Processing of IBA within recycling building 2 as shown on Revised Site Layout Plan by HSP Consulting Ltd Ref C3432-600-P07 dated 19 August 2021 received on 07 January 2022 **and use of associated machinery is permitted** 24 hours a day, 7 days a week including Sundays and Bank Holidays (except Christmas Day); and
- Essential servicing and maintenance of plant of other similar works of an essential nature **is permitted 24 hours a day, 7 days a week** including Sundays and Bank Holidays (except Christmas Day).

Reason: To protect the character and appearance of the locality in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) and Policy LP16 of Fenland District Council Local Plan 2014.

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

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

Applicant: Cambridgeshire County Council

Application Number: CCC/20/040/FUL

To: Planning Committee

Date: 15 June 2022

From: Assistant Director, Planning, Growth & Environment

Electoral division(s): Sawston & Shelford and Trumington

Purpose: To consider the above

Recommendation: That subject to the matter being referred to the Secretary of State for further consideration and the application not being called in, permission is granted subject to the conditions set out in paragraph 11.1 of the 29 July 2021 committee report (attached in Appendix1) and the additions / amendments proposed in paragraph 10.1 of this addendum report.

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 24 February 2022, it was proposed by Councillor Kindersley and seconded by Councillor Sanderson to defer the item for a second time in order that the reasons given in a motion put forward for refusal, which was not supported by the Planning Committee, be addressed by the applicant to enable elected members to further properly consider and determine the application taking into account representations made at the meeting. The reasons for deferral are listed in paragraph 1.2.
- 1.2 The full minutes of the meeting can be found using the following link [Planning Committee minutes 24.02.2022](#). For ease of reference the reasons for deferral are listed below (which can be found on pages 14 and 15 of the approved Minutes). These reasons for deferral form the headings in section 5 of this addendum report.
- Inappropriate development on the greenbelt. Location not demonstrated as essential, as there were other potential locations not within the greenbelt;
 - The application was contrary to greenbelt policy as no very special circumstances for development had been demonstrated;
 - The solar car ports constituted inappropriate development in the greenbelt;
 - Demand levels for the travel hub did not demonstrate the need for the inappropriate development in the greenbelt;
 - The development was unsustainable and climate change issues as set out be explored; and
 - Why Trumpington Park and Ride was not a valid alternative option.
- 1.3 Members of the Planning Committee will recall that the application was originally considered and deferred by the planning committee on the 29 July 2021 for the following reasons:
- Justification and use of the Travel Hub (to include Covid 19 considerations, demand patterns and include calculated travel modes)
 - **Section 106 for Trumpington Meadows development, including impact on the use of this land on the adjacent Trumpington Meadows Nature Reserve**
 - Green Belt impact
 - **Pollution concerns including drainage**
 - **Research possible expansion of solar panels and charging points**
 - Need to establish impact on Council's climate change agenda
 - **Clarification of landscaping and height of species to be planted**

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

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

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

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

2. Background

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

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

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

3. The Site and Surroundings

- 3.1 To assist members in their consideration of this application, a brief overview of the site and surroundings is provided below. A full site and surroundings description is contained and can be viewed by members in section 3 of the 29 July 2021 Officer planning committee report (Appendix 1):

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

the safeguarded area.

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

4. The Proposed Development

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

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

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

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

5. Publicity

- 5.1 The committee resolved to defer making a decision on the planning application to allow further consideration of the detailed proposals and to allow further clarification of the proposal in respect of the parameters for the site choice and alternative site locations considered, including further consideration of why the expansion of the existing Park and Ride Facility at Trumpington was not an option; demonstration of the very special circumstances considered by officers and the appropriateness of the inclusion of solar panels in a Green Belt location; and calculated demand levels including carbon capture calculations for both the construction and operation of the proposed development. Given that the applicant was once again only providing additional clarification of matters that had already been included in the submitted planning application, as part of the committee deferral process, both planning officers and legal representatives agreed that there were no requirements under the Town and Country Planning (Development Management Procedure) (England) Order 2015; the Town and Country Planning (Environmental Impact Assessment) Regulations 2017; or the Cambridgeshire Statement of Community Involvement (January 2019) to reconsult on an application that has again been deferred for determination.
- 5.2 The clarification and detail of the site options, inclusion of solar panels and charging points, appropriateness of the proposed Green Belt location and provision of the carbon capture calculations undertaken have been provided to bring to the attention of the elected members the information already in the original planning application to enable them to give further consideration to the determination of this complex proposal in the light of particular representations made at the July 2021 and 24 February 2022 meetings. On this basis it was considered by planning officers that a further round of publicity and full consultation was not necessary; albeit the clarifications supplied by the applicant's Agent to address the reasons for deferral were published on the Council's website, so these were made publicly available. Furthermore, all the original respondents / objectors have been invited to attend Planning Committee to provide any further views they have on the clarification information to ensure that full consideration is given to the information provided before a decision is reached.
- 5.3 Notwithstanding the above, it was considered appropriate by planning officers that the following consultations in section 6 were carried out with technical officers to assess the additional clarifications that have been submitted by the Applicant as a response to the reasons for deferral only.

6. Consultation responses

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

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

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

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

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

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

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

Construction emissions

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

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

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

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

Potential ways to reduce construction emissions might include:

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

Energy emissions

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

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

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

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

Transport emissions

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

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

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

Other emissions

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

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

Conclusion

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

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

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

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

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

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

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

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

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

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

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

7. Planning policy and guidance

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. When the application was originally considered by the Planning Committee on the 29 July 2021 the development plan included the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan Document (adopted July 2011) and the Cambridgeshire and Peterborough Minerals and Waste Development Plan Site Specific Proposals Development Plan Document (adopted February 2012) as the Cambridgeshire and Peterborough Minerals and Waste Local Plan was at final draft (submission) stage so was only afforded some weight (see paragraphs 8.10 and 8.11 of the 29 July 2021 report at Appendix 1) as it wasn't part of the development plan at that stage. At the time of the consideration of the application at the 24 February 2022 Planning Committee the Cambridgeshire

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

- 7.2 As noted above, the relevant policies from what was the emerging MWLP were taken into account in the report to Planning Committee on the 29 July 2021. They have been compared with the policies in the adopted MWLP and are substantively the same and therefore the relevant policies of the adopted MWLP were detailed in the report presented to the Planning Committee for consideration at their meeting of 24 February 2022. It is considered that the discussion of the relevant MWLP policies in the 24 February 2022 report remain valid.

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

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

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

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

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

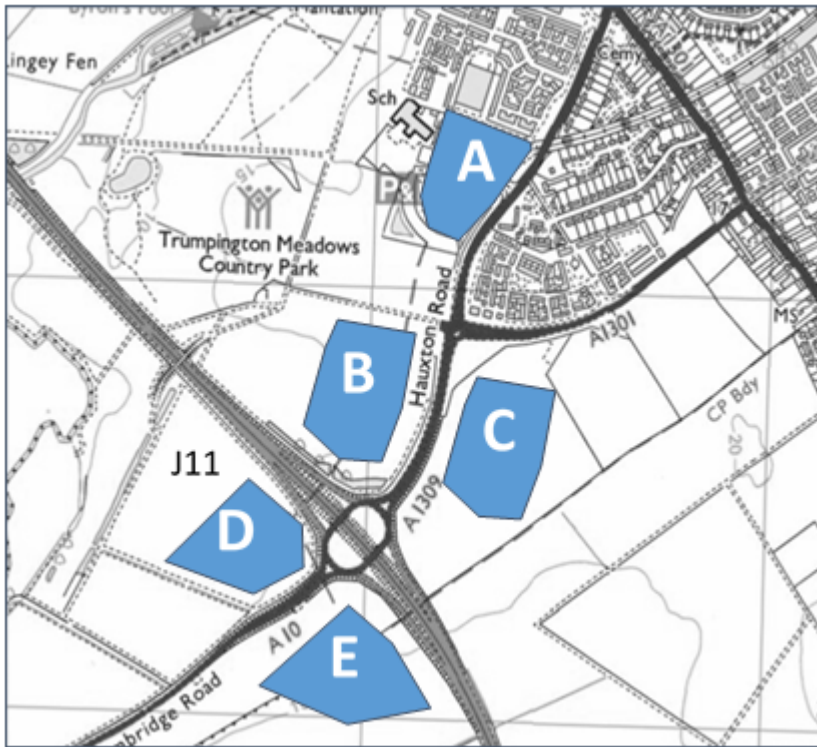
6.38 'In accordance with paragraph 146 of the NPPF, the starting point for consideration of the acceptability of the proposed Travel Hub scheme within the Green Belt, is whether the proposed development has a requirement for a Green Belt location.

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

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

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

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



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

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

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

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

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

in helping them carry out a similar exercise before reaching a final decision. Those considerations of the planning balance remain relevant to the determination of this application.

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

- 8.13 When the application was originally presented to planning committee on 29 July 2021 it was deferred (in addition to other reasons) as members requested that the applicants provided further information in respect of the 'Green Belt impact'. The applicant provided the additional clarification requested and the 'Green Belt impact' was further discussed at paragraphs 5.12 to 5.16 of the 24 February 2022 Planning Committee Addendum Report which is attached as Appendix 2.
- 8.14 When the application was again presented to planning committee on 24 February 2022 it was further deferred (in addition to the other reasons stated at paragraph 1.2) as members still had concerns that 'the application was contrary to greenbelt policy as no very special circumstances for development had been demonstrated'. The Applicant has provided additional clarification within the 'Post Committee Planning Position Statement' (May 2022) prepared by Strutt & Parker and 'Post 24th February 2022 Planning Committee Response' (March 2022) prepared by Mott MacDonald to aid members in their consideration of this matter. These documents emphasise that there is a strong transport need case for this project, even allowing for a change in travel behaviours following the covid 19 pandemic, and that the transport need case forms part of the planning balance for the 'very special circumstances' for development within the Green Belt.
- 8.15 As set out within the 29 July 2021 planning committee report (see Appendix 1), the applicant considered that it was not necessary for 'very special circumstances' to be demonstrated in respect of the development proposal which relates to a local transport infrastructure proposal which is identified in the NPPF as a justifiable exception in respect of development in the Green Belt. The proposed development was then considered by the planning officer using a precautionary approach and was considered to fall within the category of requiring 'Very Special Circumstances' for local transport infrastructure proposals. This is set out within paragraph 9.6 and paragraphs 9.12- 9.20 of the 29 July 2021 committee report (Appendix 1). The planning officers were clear in the committee report dated 29 July 2021 within paragraph 9.14 that local transport infrastructure which can demonstrate a requirement for a Green Belt location is one of a very limited number of developments which can be considered as 'not inappropriate development within the Green Belt' having regard to paragraph 150 criterion (c) of the NPPF (2021) 'provided they preserve its openness and do not conflict with the purposes of including land within it' (officer emphasis)' as discussed in paragraph 9.15 of the officer report. The consideration of the Green Belt in the planning balance is considered to be a strong material consideration when balancing the merits or otherwise of the planning application, which is why the original report, dated 29 July 2021 (set out in Appendix 1) was clear to state the planning balance applied by planning officers was to offer assistance to elected members of the Planning Committee, in helping them carry out a similar exercise before reaching a final decision.

- 8.16 Within section 4 of the Planning Statement (November 2021) document prepared by Strutt & Parker it is highlighted that all the existing Park and Ride sites around Cambridge City are all within the designated Green Belt, albeit Trumpington Park and Ride was formerly in the Green Belt but is now only partially within the Green Belt as acknowledged in paragraph 8.5 of this report. Within the Planning Statement and Planning Statement Addendum, submitted with the planning application, and acknowledged within the 29 July 2021 committee report (see Appendix 1) the site and scheme have demonstrated a requirement for a Green Belt location (paragraph 9.12 of the 29 July 2021 committee report). In addition, as assessed in detail within paragraphs 6.38- 6.47 of the Planning Statement submitted with the planning application, several sites both within and outside of the Green Belt were assessed to inform the more appropriate site location. In this regard, a Green Belt Assessment Review, prepared by Liz Lake Associates demonstrated that the application site, of sites B to E (the shortlisted site options) was preferable over the three other parcels of land around the M11 having regard to impacts upon the openness of the Green Belt.
- 8.17 When considering if this is a suitable and appropriate location for the scheme, it must also be recognised that the site accords with the location for a Park and Ride facility/Travel Hub as identified within the current CPCA Local Transport Plan and emerging CPCA Draft Local Transport and Connectivity Plan, and that it is fully aligned with adopted transport policy in that regard.
- 8.18 Currently one third of the proposed car parking area is proposed to be covered by PV Panels. The PV panels are not a form of development which falls within the category of 'not inappropriate development within the Green Belt' as defined within paragraph 150 of the NPPF (2021). Therefore, under national policy 'very special circumstances' are normally required in respect of PV Panels. Whilst PV Panels do not fall within the exceptions under paragraph 151 of the NPPF (2021), they do form an ancillary part of a Transport Infrastructure Scheme. Whilst the provision for 4-metre-high PV Panels will have some impact on the openness of the Green Belt, it is acknowledged by planning officers that this will be within the context of the wider Travel Hub scheme, the reduction in carbon emissions through minimisation of use of electricity from the national grid in accordance with the Council's Climate Change and Environment Strategy and the incorporation of a detailed landscaping scheme to minimise the impact of the proposed development when viewed externally, which has been taken into account in the planning balance.
- 8.19 As discussed in paragraphs 9.30-9.31 of the 29 July 2021 committee report (see Appendix 1) planning officers remain of the opinion that the proposed scheme, taking into account the 'very special circumstances' balanced against the harm of 'inappropriateness', is acceptable in Green Belt terms. Therefore, having regard to SCDCLP (2018) Policy S/4 and NH/8; CCCLP (2018) Policy 4 and 8; alongside NPPF (2021) paragraphs 137, 138 and 147 - 151; the proposals are considered to be broadly acceptable in principle, subject to the other material planning considerations discussed in the 29 July 2021 and 24 February 2022 planning committee reports (see Appendices 1 and 2) taken in the overall planning balance ahead of reaching a final decision.

The solar car ports constituted inappropriate development in the greenbelt.

- 8.20 When the application was originally presented to planning committee on 29 July 2021 it was deferred (in addition to other reasons) as members requested that the applicants provided further information in respect of the 'Green Belt impact'; and, 'Researching the possible expansion of solar panels and charging points'. The 'Green Belt impacts' were discussed at paragraph 5.12 to 5.16; and 'Researching the possible expansion of solar panels and charging points' were discussed at paragraphs 5.21 to 5.27 of the 24 February 2022 Planning Committee Addendum Report (see Appendix 2).
- 8.21 Conversely, when the application was presented to planning committee on 24 February 2022 it was deferred (in addition to the other reasons stated at paragraph 1.2) as members considered that 'the solar car ports constituted inappropriate development in the greenbelt'. Further clarification in response to the concerns raised by elected members has been provided within the 'Post Committee Planning Position Statement' (May 2022) prepared by Strutt & Parker highlighting the relevant information previously submitted within the 'Planning Statement' (November 2021) prepared by Strutt & Parker and previously presented to members.
- 8.22 Within section 7 of the Planning Statement (November 2021) document prepared by Strutt & Parker it is stated that the planning application as proposed significantly exceeds the requirements of policy CC/2 of the Adopted SCDCLP and Policies 28 and 29 of the Adopted Cambridge City Local Plan (CCCLP) having regard to energy saving requirements. FlexiSolar solar panels have been initially detailed for the site. These will form a roof section under which low level vehicles will park. As set out within paragraph 6.68 of the Planning Statement submitted as part of the planning application, the Solar PV Panels will meet 31% of the forecasted energy requirements of the site, which will result in a saving of 23 tonnes of carbon dioxide equivalent over the lifetime of the scheme, which is estimated at 60 years.
- 8.23 Also, within section 7 of the Planning Statement (November 2021) document prepared by Strutt & Parker, it states that minimising harm to the Green Belt was a key consideration when determining the quantum of PV Panels provided. The location of the PV Panels is proposed within the lower element of the site and closest to the M11, to further mitigate their impact upon the openness of the Green Belt. The proposed PV Panels in the proposed location, are considered to have some modest conflict, with national Green Belt purposes 1 (to check unrestricted sprawl of large built up areas) and 3 (to assist in safeguarding the countryside from encroachment) (the purpose of the Green Belt is set out in paragraph 138 of the NPPF 2021 and can also be found at paragraph 9.10 of the 29 July 2021 committee report); and Cambridge Green Belt 2 (maintain and enhance the quality of its setting) and 3 (prevent communities in the environs of Cambridge from merging into one another and with the city) (see Policy S/4 'Cambridge Green Belt' and paragraph 2.30 of the Adopted SCDCLP and Policy 4 'The Cambridge Green Belt' and paragraph 2.52 of the Adopted CCCLP 2018).) Additionally, at paragraph 6.2 of the 29 July 2021 committee report, it states *"that the site is close to the Trumpington Meadows Country Park and nature Reserve and also the River Cam, and with this in mind would remain largely as an open car park. Structures have been kept as low as possible and have been sited largely to the northern part of the site to be closer to the M11, to allow openness to be maintained across most of the site and landscaping to be provided to lessen the impact"*.

- 8.24 The provision for additional PV Panels above the two other proposed car parking areas would inevitably have a more significant impact on the openness of the Green Belt as those would be on higher ground and also situated within a more open part of the site and therefore would result in a greater conflict with national Green Belt purposes 1 and 3 and Cambridge Green Belt purposes 2 and 3 (see above in paragraph 8.23). In addition, the two car parking areas that do not have PV Panels, have also then had the opportunity for significantly greater landscape planting between car parking spaces, which has benefits both in sustainability and visual amenity terms.
- 8.25 Furthermore, in section 7 of the Planning Statement (November 2021) document prepared by Strutt & Parker, it states that consideration was also given to the provision of additional PV Panels within the areas of green space around the car parking areas. However, the scheme has sought to achieve a balance between several competing disciplines, which given the weight afforded to the Green Belt is supported by planning officers. Provision has been made for a rich grassland and meadow area, which will achieve significant biodiversity net gain, which has been supported by ecology / biodiversity colleagues. In addition, it was considered important for the areas around the car parking areas to have soft landscaping to minimise the impact of the scheme upon both the Green Belt and the wider landscape. Further constraints regarding the need for the creation of attenuation basins, to assist with the (SuDS) Strategy, resulted in very few suitable available areas for additional PV provision outside of the parking areas within the site, particularly in areas that will minimise harm to the Cambridge Green Belt.
- 8.26 It is fully recognised that provision of additional PV Panels has benefits in terms of renewable energy generation. However, in this regard, it is also worth recognising that the scheme significantly exceeds the policy requirements of policy CC/3 of the Adopted SCDCLP, which requires a minimum of 10% of energy to be provided via on-site renewable energy.
- 8.27 Within section 8 the Planning Statement (November 2021) document prepared by Strutt & Parker, in relation to Electric Vehicle charging, it is proposed to use 7kw fast charging stations which are flexible charging stations and may potentially deliver 3Kw (slow charging) or 21KW (fast charging) depending on user demands. The charging time will be dependent on how long the user will be staying in the Travel Hub. The charging stations will be self-monitored with the user being kept informed using a mobile phone app. This is used on all Cambridge schemes plus in many other built car parks as the rapid charging requires a different cabling configuration. The EV charging bays are located in the centre of the car parking areas with taxi's being able to charge in these bays. Ducting is also provided for buses to use EV Charging in the future.
- 8.28 Climate change and sustainability were discussed in paragraphs 9.101-9.106 of the 29 July 2021 committee report (See Appendix 1) and in paragraphs 5.38-5.42 of the 24 February 2022 addendum committee report (see Appendix 2). Additional clarification has been submitted by the applicant that has been formally assessed by the Climate and Sustainability officers at Greater Cambridge Shared Planning, and the Council's Assistant Director of Climate Change and Energy Services and subsequently no objection has been raised to the proposal on the grounds of climate change and sustainability by either consultee, so it is considered that the proposals are compliant with SCDCLP (2018) policies HQ/1, TI/2, TI/3, SC/12,

CC/2, CC/3 and CC/4; and CCCLP (2018) policies 5, 28, 29, 31 and 82, that provide opportunities and benefits to be placed in the planning balance.

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

- 8.29 When the application was originally presented to planning committee on 29 July 2021 it was deferred (in addition to other reasons) as members requested that the applicants provided further information in respect of the 'justification and use of the Travel Hub (to include covid considerations, demand patterns and including calculated travel modes)'; and, 'travel connectivity (with regard to the wider transport travel plans for the County and future arrangements such as East/West Rail and Cambridge South Station)'. Clarification on the original information was provided within the Post Planning Committee Response (19 October 2021) document prepared by Mott MacDonald. The 'justification and use of the travel hub (to include covid considerations, demand patterns and including calculated travel modes)' were discussed at paragraph 5.1 to 5.9; and 'travel connectivity (with regard to the wider transport travel plans for the County and future arrangements such as East/West Rail and Cambridge South Station)' were discussed at paragraphs 5.28 to 5.37 of the 24 February 2022 Planning Committee Addendum Report (See Appendix 2).
- 8.30 When the application was further presented to the planning committee on 24 February 2022 it was deferred (in addition to the other reasons stated at paragraph 1.2) as members considered that 'demand levels for the Travel Hub did not demonstrate the need for the inappropriate development in the Green Belt'. Clarification was provided within the 'Post 24 February 2022 Planning Committee Response' (March 2022) document prepared by Mott Macdonald and is explained in paragraphs 8.31-8.41 below.
- 8.31 **With regard to demand levels** within Chapter 2 of the 'Post 24th February 2022 Planning Committee Response' (March 2022) document prepared by Mott MacDonald providing further clarification for the justification of the scheme, there are two sections. At 2.1 the Park & Ride demand is discussed; and at 2.2 the number of parking spaces for the proposed CSWTH is discussed which considers development proposals of both housing and employment in the area; and takes into account the CSWTH trip distribution data.
- 8.32 In considering the Park & Ride usage within the locality of the CSWTH site, the existing Trumpington Park & Ride site vehicle occupancy levels have been examined. The data within the document at Figure 2.1 of the 'Post 24th February 2022 Planning Committee Response' (March 2022) document prepared by Mott MacDonald shows the daily maximum occupancy levels during 2020. The document mentions that prior to the travel restrictions imposed as a consequence of the Covid 19 pandemic in March 2020, the existing Park & Ride site at Trumpington operated at full capacity e.g., all 1,340 spaces were occupied every weekday with lower occupancy at weekends; and as the site was at capacity prior to the pandemic, an additional 276 parking spaces were provided resulting in a capacity of 1,616 parking spaces.
- 8.33 The document states that with the introduction of the first Covid 19 pandemic lockdown in March 2020, usage at Trumpington Park & Ride dropped to almost

zero, and although there was initial recovery of usage later in the year, this was impacted again when the January 2021 lockdown measures were introduced. Since May 2021 the average daily occupancy has started to recover again, and as of October 2021 approx. 800 spaces were occupied daily, or 50% of the site. The occupancy data for February 2022 showed the level of occupancy was back up to approximately 50% after the Christmas and New Year breaks.

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

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

- 8.37 The estimation for demand and the required number of spaces for the proposed CSWTH have been calculated using the Cambridge Sub Regional Model (CSRM) (Series E). The results from CSRM modelling exercise indicates that 2,500 spaces will be needed by 2036. This is based upon planned future housing; and employment developments particularly at the Cambridge Biomedical Campus, therefore it is likely that the need for spaces will not significantly alter.
- 8.38 Section 2.2 of the 'Post 24th February 2022 Planning Committee Response' (March 2022) document concludes that *"the uncertainty around the level of people travelling due to the Covid 19 pandemic, with new behavioural practices, such as working from home, coming into effect, and remaining, there may be a case for a reduction in spaces. However, calculating this would be based on significant assumptions with little evidence to support, as there is no certainty around travel behaviours and patterns post COVID. Further work with large employers within the Cambridge area would be recommended to understand future plans for possible working arrangements with employees. While the work to understand future employment plans has not been undertaken to date, a letter from Cambridge Biomedical Campus has indicated that pre-Covid they were anticipating daily trips to Campus to increase to approximately 67,000 by 2031 and that, while organisations there will continue to adopt some home working, most staff would still need to be on site to support the delivery of healthcare, research and study. At this stage, with the uncertainty around future trip rates, rather than reducing the overall number of spaces at the site, it may be more prudent to deliver the scheme in phases. This could be done to match the gradual return to pre-Covid travel habits"*.
- 8.39 The housing developments taken into account for the CSRM modelling consists of 108,136 new dwellings, with the Addenbrooke's Zone (which includes the Cambridge Biomedical Campus) being a key location for the CSWTH. The CSRM modelling converts the residential developments into population growth are shown in Table 2.1 of the 'Post 24th February 2022 Planning Committee Response' (March 2022) document – the key findings are that the Internal (Cambridge) Zones growth from 2015 to 2026 is 15.6%; and that the Addenbrooke's Zone (incl. of the Cambridge Biomedical Campus) growth within the same period is 89.7%.
- 8.40 The employment developments that have been taken into account for the CSRM modelling are assumptions based on regional targets of growth rather than specific developments, and for the purpose of the CSRM modelling the employment growth is primarily allocated at the Cambridgeshire region to define the trip locations, forecasts and volume of additional commuter trips. The employment forecasts for the Addenbrooke's Zone (which includes the Cambridge Biomedical Campus) being a key location for the CSWTH are shown in Table 2.2 of the Post 24th February 2022 Planning Committee Response' (March 2022) document – the key findings are that the Internal (Cambridge) Zones employment forecasts from 2015 to 2026 is 11.0% rising to 20.7% by 2036; and that the Addenbrooke's Zone (incl. of the Cambridge Biomedical Campus) employment forecasts from 2015 to 2026 is 23.8% rising to 37.6% by 2036. The document states that the total predicted employment level at Addenbrooke's will be in the region of 21,000 by 2036; and with the

proposed growth of the Cambridge Biomedical Campus where an additional 5,231 staff trips, 450 patient trips, and 1,450 visitor trips are predicted to occur daily between 2019 and 2024 would equate to 30-40% increase from current trip levels.

- 8.41 Also, within the 'Post 24th February 2022 Planning Committee Response' (March 2022) document, it discusses the importance of the M11 Junction 11 as a gateway for journeys to the Cambridge Biomedical Campus. The documents stresses that the CSWTH will help minimise congestion at this junction and into Cambridge City centre by removing traffic from the M11 before it reaches the A1309 improving connectivity to and from south west Cambridge, thereby helping achieve the objectives of the City Deal. The CSWTH AM peak inbound trip distribution data is shown in Figure 2.6 the document - the key findings indicates that the majority of demand comes from the M11 with almost half of all trips from the north and a smaller proportion from the south. About a third (37%) of the trips forecast to use the CSWTH facility are approaching via the A10 which is considered realistic when considering the location of the CSWTH.
- 8.42 Having taken everything mentioned in paragraphs 8.29 to 8.41 above into consideration and having considered members concerns, the Applicant has confirmed that the site naturally lends itself to being constructed in 3 parts (if required) in terms of car parking areas, which equates to approximately 700 spaces in each third, to allow the right level of infrastructure to be delivered at the right time to meet projected demand. In acknowledging this, the Applicant has confirmed that the phasing process could be undertaken by building out the site in thirds (with the first phase being that closest to the M11 with the PV infrastructure on); although the associated infrastructure, access roads, bridge etc would need to be implemented in the first stage so that the site could operate as intended both at the start and on full build out. This phasing does not form part of the planning application as submitted and planning officers already acknowledge that if planning permission is granted the applicant could already only partially implement the planning permission to allow a build out in phases to take place anyway, which is why the recommended draft conditions proposed by officers include triggers to ensure that the site cannot be operated without the key infrastructure needed to support it in place first. As such, whilst it may be developed in stages as highlighted above, for the purposes of the planning balance, officers have taken the full development (as a worst case scenario) into account. In doing so planning officers have not recommended a planning condition to specifically require the phasing to be constrained with specific triggers, as they do not consider this is necessary to make the proposals acceptable in planning terms.
- 8.43 The clarification documents have been assessed and are considered acceptable by the Transport Assessment Team, in that they demonstrate sufficiently that the proposed CSWTH development would not contribute to unsustainable levels of additional traffic on the local highway network. As such, the proposals are considered to be compliant with SCDCLP (2018) policies HQ/1, CC/6, TI/2, and TI/3; and CCCLP (2018) policies 5 and 82.

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

- 8.44 Cambridgeshire County Council declared a climate and environmental emergency in May 2019 which led to the development of the Cambridgeshire County Council Climate Change and Environment Strategy 2020 (the reviewed Strategy was adopted by Full Council on 8 February 2022). The Strategy recognises the significance of the challenge climate change poses and requires stronger and more integrated action. The focus of the Strategy is to reduce GHG emissions, and the vision is to deliver net zero emissions by 2050. One of the priority areas for mitigation is transport:
- Development of Local Transport Plans to prioritise public and mass transport solutions and active travel to reduce CO2 emissions alongside increased EV infrastructure. The Strategy also considers climate adaptation which includes water availability and resilient infrastructure as key priorities alongside a resilient economy and multi-function green and blue infrastructure.
- 8.45 Within the Cambridge South West Travel Hub Statement of Sustainable Design and Construction (2020) submitted with the application, it addresses the Cambridgeshire County Council Climate Change and Environment Strategy 2020 [it is acknowledged by officers that there is now the Cambridgeshire County Council Climate Change and Environment Strategy 2022], and demonstrates how the proposed scheme supports the Strategy as measures have been incorporated into the design to reduce the emissions associated with its construction. The proposed development also aims to reduce the reliance of private car and providing increased access to public and active travel, and EV charging for over 100 bays; and also incorporates green infrastructure and SuDS which will help to increase the resilience to climate change.
- 8.46 When the application was originally presented to planning committee on 29 July 2021 it was deferred (in addition to other reasons) as members requested that the applicants provided further information in respect of the 'need to establish the impact of the proposed development on the council's climate change agenda'. This information was provided within the Planning Statement (November 2021) document prepared by Strutt & Parker.
- 8.47 Within section 10 of the Planning Statement (November 2021) document prepared by Strutt & Parker; it states that the scheme specifically meets two of the policy objectives presented in the Joint Administration Agreement. These are:

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

- A Landscape and Ecology Management Plan (LEMP) has been prepared to provide information on the management of landscape and ecology elements within the Scheme boundary during its operation.
- Land which is not required for the infrastructure of the proposed Scheme will be purchased to ensure the objective of 20% biodiversity net gain is met. This will create new habitat as part of the Scheme.
- The design has been optimised throughout development to minimise the footprint and materials required.
- The Scheme supports the Cambridgeshire County Council Climate Change and Environment Strategy 2020 as measures have been incorporated into

the design to reduce the emissions associated with its construction. It will also directly support the priority for mitigation in transport by reducing the reliance of private car and providing increased access to public and active travel, and EV charging for over 100 bays. The Scheme also incorporates green infrastructure and SuDS which will help to increase the resilience to climate change.

Policy objective 5 – Transport:

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

8.48 Also, within section 10 of the Planning Statement (November 2021) document prepared by Strutt & Parker; it confirms that some low carbon technologies have already been included in the design such as PV and LED external car park lighting. Section 10 of the Planning Statement (November 2021) document prepared by Strutt & Parker states that as the detailed design of the building hasn't been undertaken yet, there is an opportunity to include further low carbon technologies for the building lighting, heating and cooling. For example, an option which could be explored is the potential for the building to be heated/cooled using a ground source or air source heat pump. It is also recommended that consideration to reducing materials is continued throughout the detailed design stage.

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

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

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

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

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

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

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

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

- 8.51 Mott MacDonald have provided a high-level overview in relation to Climate Change Emissions, as set out within section 3 of their Post 24th February 2022 Planning Committee Response (March 2022) and highlights the information that had already been submitted within the Environmental Statement prepared by Mott MacDonald as part of the original planning application submission.
- 8.52 It is acknowledged that the County Council has aspirations to reduce its carbon emissions, however there is currently no planning policy requirement in respect of identifying and measuring carbon reductions associated with the project. The applicant has submitted an application that meets the current policy requirements. It should also be acknowledged that Cambridgeshire County Council's Climate Change and Energy Service has assessed all relevant documents in reaching their conclusion, at paragraph 6.2 of this report, and that there is no material planning objection to the scheme as proposed.
- 8.53 Climate change and sustainability were discussed in paragraphs 9.101-9.106 of the original 29 July 2021 committee report (see Appendix 1). Taking into account the additional clarifications submitted by the Applicant that has been assessed by climate change and sustainability officers and that no objection has been raised by either the Climate and Sustainability officers at Greater Cambridge Shared Planning, or the Council's Assistant Director of Climate Change and Energy Services, it is considered that the proposals are compliant with SCDCLP (2018) policies HQ/1, TI/2, TI/3, SC/12, CC/2, CC/3 and CC/4; and CCCLP (2018) policies 5, 28, 29, 31 and 82.

9.0 Conclusion

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

addition to the documents originally submitted as part of the planning application; and that technical officer consultee responses have not raised any objections to the submitted clarification, albeit the wording for draft conditions 4, 17, and 19 have been amended (additional wording in bold underlined text, with any strikethroughs identified); and additional Informatives added providing: 'Guidance on information required to satisfy part (g) of Draft Condition 4'; 'Guidance on information required to satisfy condition 19 Details of bus and coach service provision'; 'Guidance on information required to satisfy condition 25 Lighting'; and 'Guidance on any heating sources for the Travel Hub building'; the conclusion of officers' remains unchanged for the reasons fully described in section 10 of the 29 July 2021 planning committee report (see Appendix 1). It is considered that the proposals in the planning balance remains in favour of the development and therefore officers recommend that there is a balanced justification to support the development of the South West Travel Hub as proposed in this application.

10.0 Recommendation

- 10.1 It is recommended that, subject to the matter being referred to the Secretary of State for further consideration and the application not being called in, planning permission is granted subject to the planning conditions and informatives set out in section 11 of the 29 July 2021 planning committee report (see Appendix 1), as amended by the following conditions and informatives set out below; the undertakings set out in the Letter of Comfort; and agreement by the Secretary of State as a development contrary to the adopted development plan.

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

4. Construction Environmental Management Plan

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

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

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

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

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

17. Implementation of the Low Emission Strategy (LES)

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

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

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

In addition to the above:

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

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

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

19. Details of bus and coach service provision

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

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

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

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

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

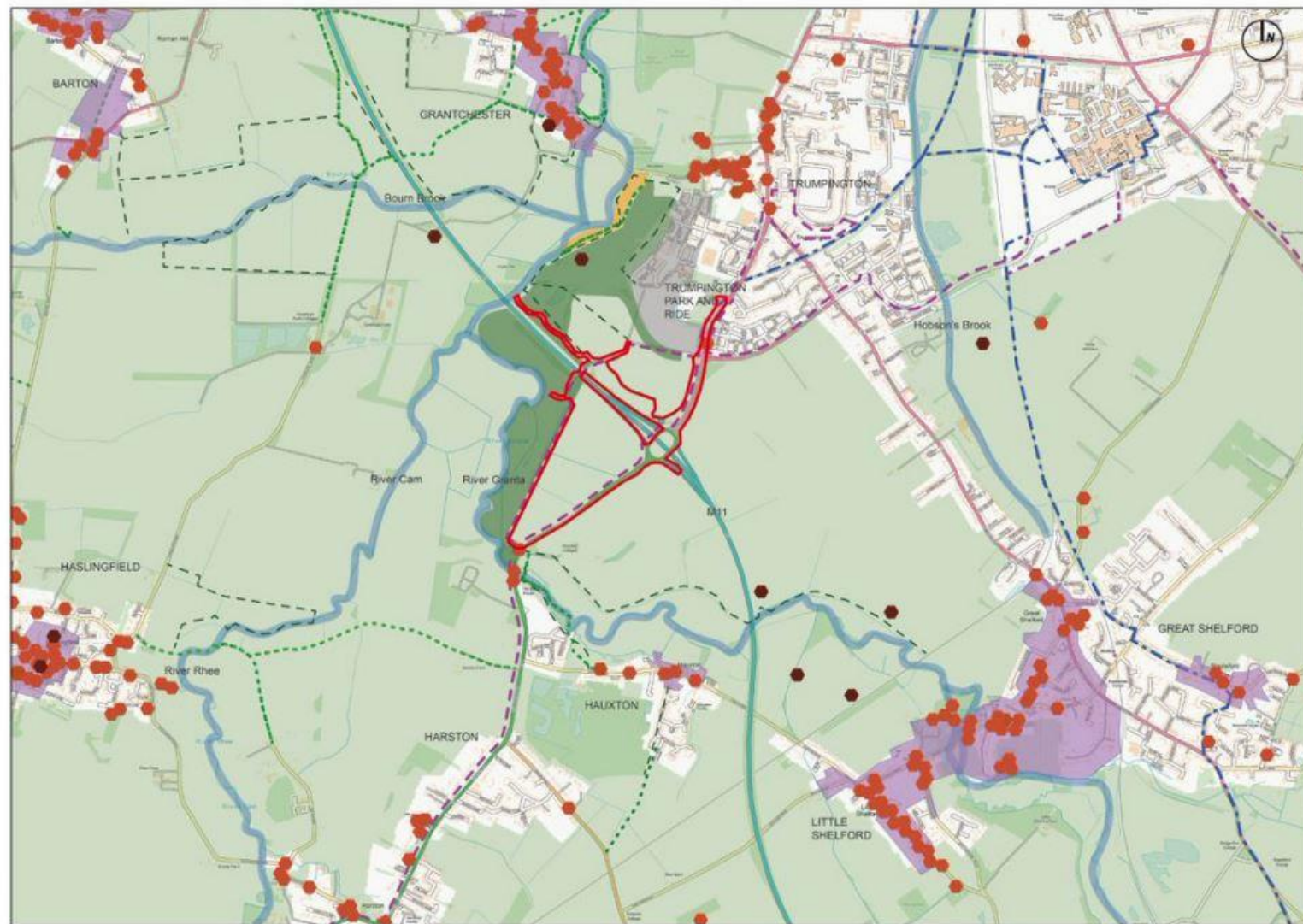
Guidance on information required to satisfy draft condition 25 Lighting

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

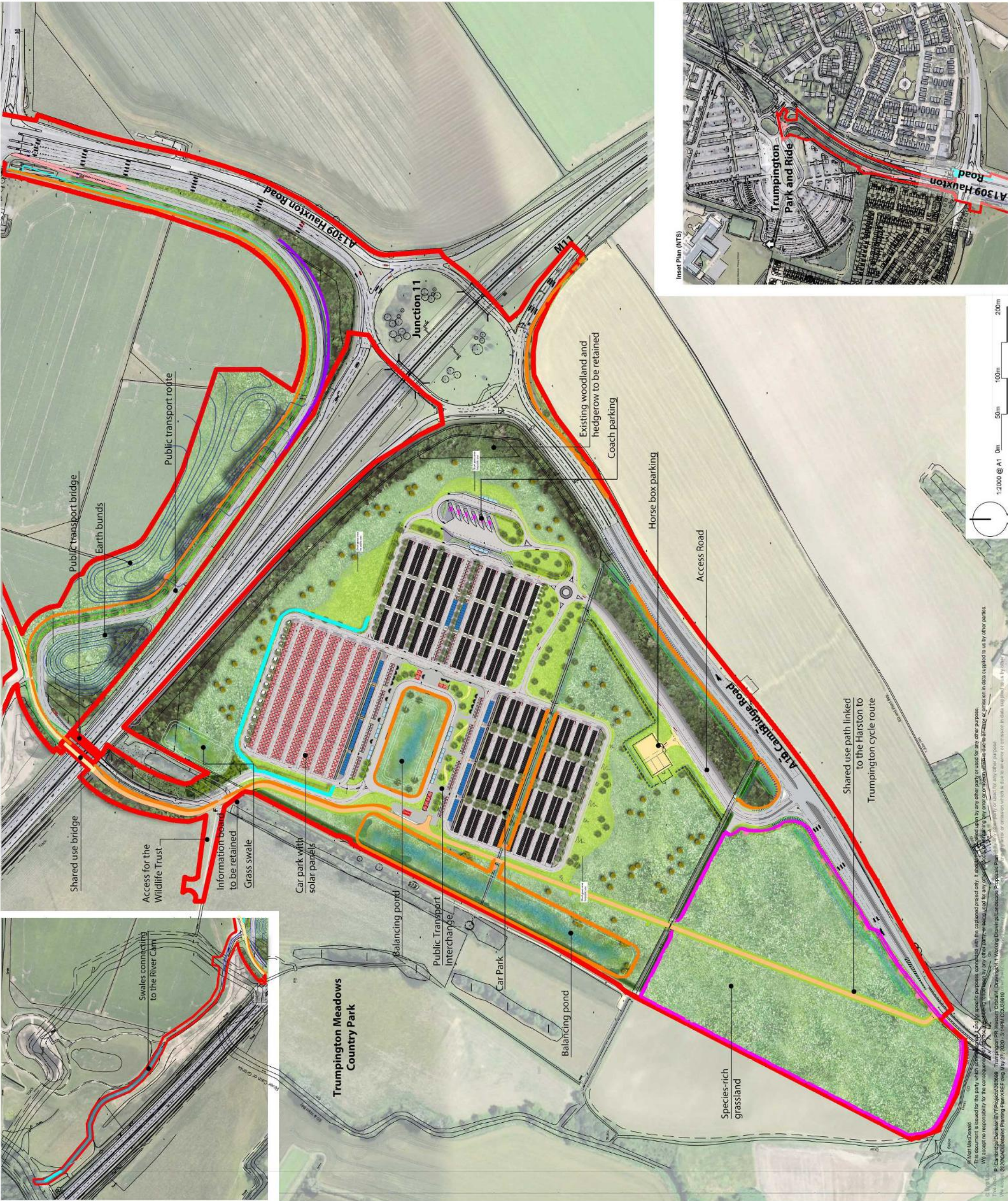
Guidance on any heating sources for the Travel Hub building

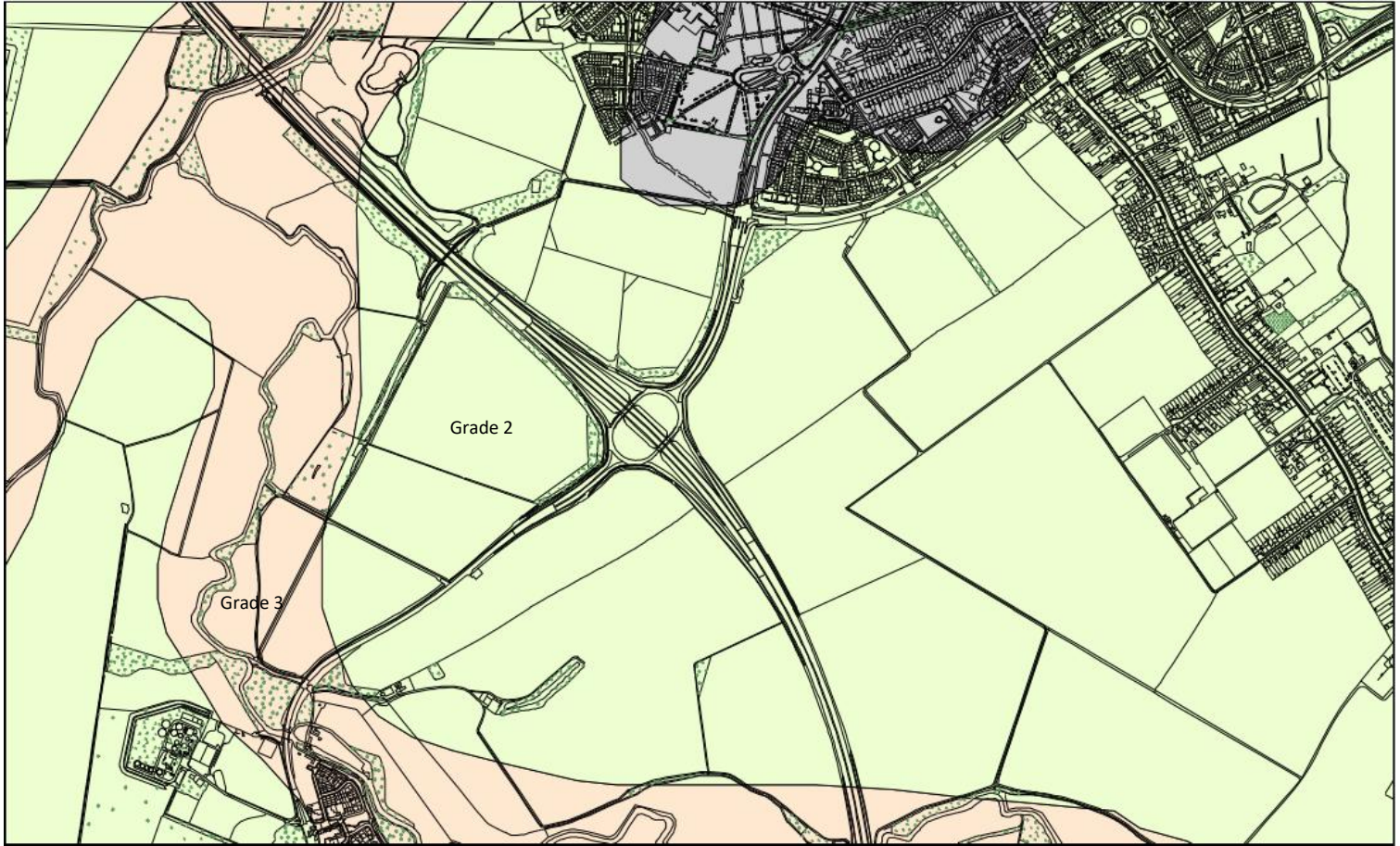
As part of the detailed design of the Travel hub building, if heating is required, the applicant is strongly advised that this should be by a renewable source, such as air source heat pumps, and no fossil fuel heating (such as oil or gas) should be installed. This is to ensure that all future carbon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

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 | Public Rights of Way | Existing Water Courses | Scheduled Monuments | | |





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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

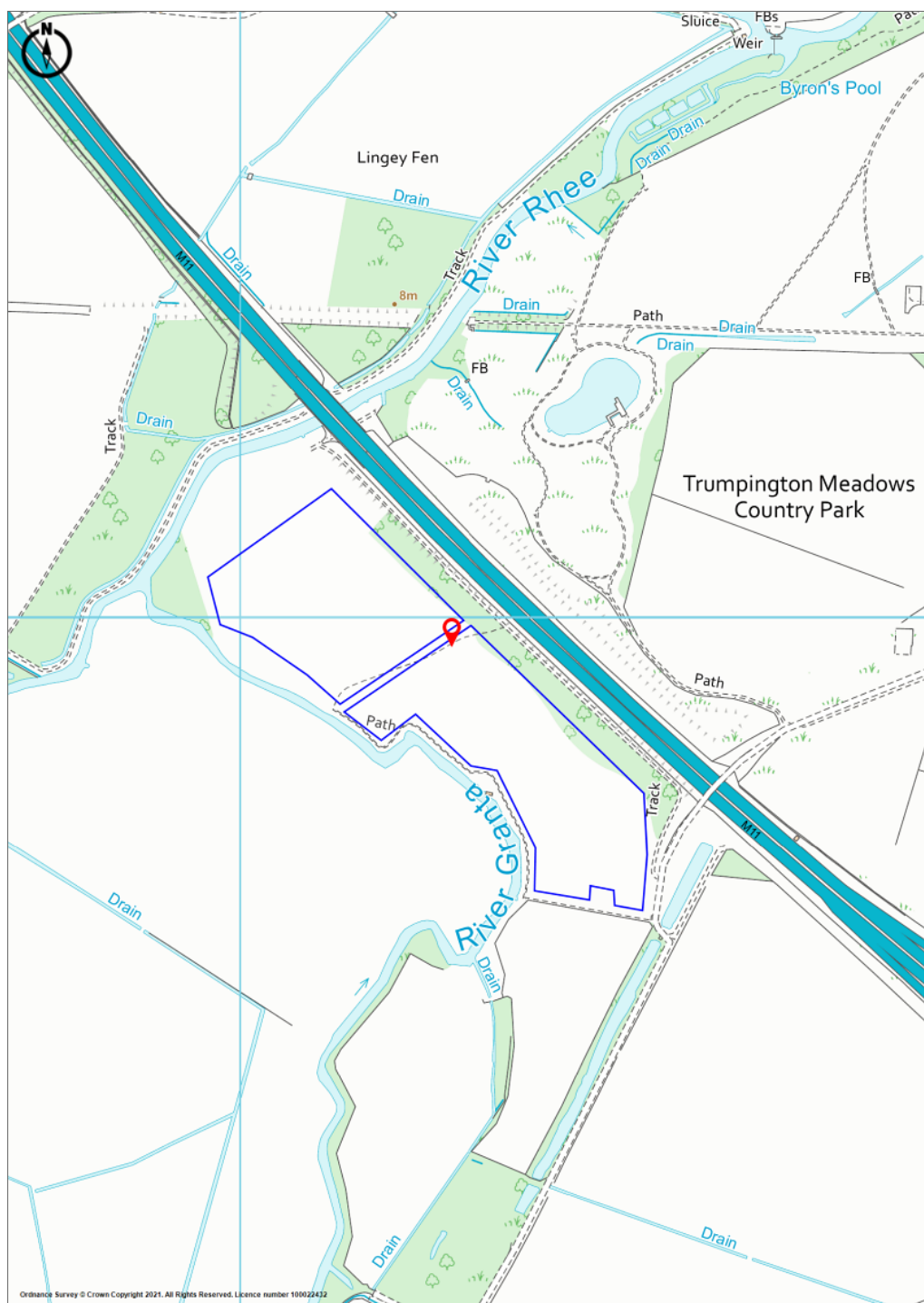
This letter confirms the GCP's intention by way of a letter of comfort to the CCC to ensure that the Commuted Sum and mitigation measures set out within the content of this correspondence will be agreed and secured from commencement of use of the proposed development.

Yours sincerely



Tim Watkins
Senior Delivery Project Manager,
Greater Cambridge Partnership

Proposed Wildlife Trust fencing area
Application Reference: CCC/20/040/FUL



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Enforcement Update Report 2022

To: Planning Committee

Date: 15 June 2022

From: Assistant Director, Planning, Growth and Environment

Electoral division(s): N/A

Purpose: To consider the following report

Recommendation: The Planning Committee is requested to note the content of this report.

Officer contact:

Name: Deborah Jeakins

Post: Principal Enforcement & Monitoring Officer, County Planning, Minerals and Waste

[Link to the email address for Deborah Jeakins](#)

Tel: 01223 715544

1 Introduction

- 1.1 The purpose of this report is to brief the Planning Committee members on the planning enforcement and monitoring work undertaken by the County Planning, Minerals and Waste team within the Planning, Growth and Development service.
- 1.2 The Enforcement update report is usually prepared and presented to Planning Committee on a quarterly basis, unless there are no items on the Committee agenda in which case the Chair can approve postponing the update report until the Committee next convenes. The last full report was presented to Committee in January 2022 and it covered the period 1 July to 30 November 2021.
- 1.3 The Enforcement and Monitoring team consists of the Principal Enforcement and Monitoring Officer (Deborah Jeakins), Monitoring and Control Officer (Stanley Gono) and Planning and Compliance Officer (Alex Rankine).
- 1.4 The report is divided into a number of sections. Sections 2 to 5 summarise: the current complaints under investigation; the number of formal Notices served; Enforcement Appeals; and Ombudsman complaints received. Section 6 of the report details the site monitoring visits undertaken to chargeable sites between 1 December 2021 and 31 May 2022. Sections 7 to 14 of the report provide updates on a number of key ongoing Enforcement Investigations.

2 Complaints received

- 2.1 At the time of writing this report, the Enforcement and Monitoring team have 22 active complaints under investigation.
- 2.2 Between 1 December and 31 May 2022 the team received 20 complaints. A summary of the status of the complaints received in the period can be found in the table below.

Summary of the status of complaints received:

Status	Number
Under investigation	5
Breach established and resolved	3
Breach established. Investigation on-going	4
Not a County matter	2
No breach established, case closed	5
Breach established. Awaiting Application	1
Total	20

2.3 At the time of writing, of the 20 complaints received between 1 December and 31 May 2022:

- 10 cases have been investigated and closed;
- 10 cases remain open and under investigation.

2.4 During the reporting period a further 17 pre-existing complaints were able to be resolved and closed.

2.5 Of the 22 complaints that are open and under investigation:

- 5 are awaiting the determination of planning applications which have been submitted;
- 4 are waiting the submission of a new planning application to regularise the breach;
- 4 are waiting for action to be undertaken by the operator within previously agreed timescales;
- 4 require a site visit to be undertaken to check the site status; and
- 5 require further investigation by the team.

3 Notices Served

3.1 No new Enforcement Notices (EN) or Breach of Condition Notices (BCNs) have been served in this period. Two Planning Contravention Notices (PCN) were served in this period and details can be found in sections 13 and 14 of this report.

4 Appeals

4.1 No enforcement appeals have been lodged or dealt with by the County Planning Minerals and Waste Enforcement and Monitoring team between 1 December 2021 and 31 May 2022.

5 Ombudsman Complaints

5.1 No Local Government Ombudsman complaints were received during the period 1 December 2021 to 31 May 2022.

6 Site monitoring visits 1 December 2021 – 31 May 2022

6.1 The Authority carries out proactive monitoring visits to check compliance with the conditions set out in the grant of planning permissions for quarries and landfill sites. The Authority levies fees for these visits, which are set out in the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012 (as amended). The national fees for conducting the visits are currently:

- Active sites £397
- Inactive or dormant sites £132

- 6.2 The amount of chargeable monitoring visits scheduled to be conducted within each financial year is agreed in advance and all operators are notified of the proposed number of visits.
- 6.3 Other sites that are the subject of waste planning approvals, such as waste transfer stations, waste recycling sites and scrap yards are also visited by officers in order to assess compliance with the conditions set out in the grant of planning permission. However, the cost of these visits is borne by the Authority.
- 6.4 A summary of the number and type of chargeable monitoring visits and visits to complaint sites carried out during the monitoring period is set out in the table below.

Site visits by type 1 December 2021 to 31 May 2022

Site type	Number of visits
Landfill	12
Quarries	21
Non chargeable sites	11
Complaint site visits	17
Total	61

- 6.5 The total income that it is estimated will be generated by chargeable monitoring visits in the financial year 2022 to 2023 is £27,000.00. However, achieving this figure will depend on whether the status of any of the sites changes within the financial year.

7 Enforcement Cases

- 7.1 There is currently only 1 enforcement case where formal enforcement action has been taken and monitoring is on-going. A brief summary of that case is set out in Appendix 1, with fuller details relevant to that case contained in section 9 below.
- 7.2 For the purposes of the Town and Country Planning Act 1990 the issue of an Enforcement Notice (EN) or the service of a Breach of Condition Notice (BCN) constitutes taking formal enforcement action.

8 Mill Road, Fen Drayton

- 8.1 On 21 November 2018, a Planning Contravention Notice was served on the site owner in respect of unauthorised waste storage and processing uses at the site. The Council had previously refused to grant two previous applications for a Certificate of Lawful Development for use of the land for the processing of inert waste. Although an appeal was lodged with the Planning Inspectorate (PINS) in relation to the refusal of the second Certificate application, it was withdrawn by the Appellant before the planned Public Inquiry could go ahead.
- 8.2 On 11 December 2018, a new Certificate of Lawful Development application was submitted for storage of inert building site waste and occasional processing incidental thereto. Noting that the agent for the applicant had already been advised that the Council was not aware of any material change(s) in circumstances that might be

likely to lead to the grant of a Certificate of Lawful Development (CLD), the application was refused on 18 April 2019. An Appeal against the refusal was lodged with the PINS and then subsequently withdrawn by the appellant.

- 8.3 A Delegated Enforcement Report seeking authorisation to serve an Enforcement Notice (EN) for an unauthorised material change of use of the land was drafted but before it was completed and authorised, a further (fourth) Certificate of Lawful Development application was submitted for an existing use for storage of inert building site waste and occasional processing incidental thereto. The evidence submitted with the application is complex and is still being considered but if it fails to prove, on the balance of probability, that the use has been an ongoing and continuous for the preceding ten years then the CLD will not be granted. If the CLD is not granted and the EN is served, the landowner may wish to lodge an Appeal to PINS against the service of the EN and the refusal to grant the CLD.

9 Field 6184 / Black Bank, Little Downham

- 9.1 An Enforcement Notice (EN) was served in relation to the unauthorised importation of waste on to land at First Drove in 2012, as detailed in Appendix 1 below. Although the Notice was not fully complied with, legal advice was that without evidence of the original land levels, a prosecution for failure to comply with the Notice was not likely to be successful. The landowner ceased the importation of waste on to that piece of land. However, in 2015 concerns were raised that the importation of waste had now transferred onto land at Black Bank, Little Downham which is within the same agricultural unit and ownership as First Drove.
- 9.2 The Council sought advice from Counsel on how to address the unauthorised importation of waste on to the agricultural unit and then submitted an application to the High Court for a prohibitory injunction which would make it a criminal offence to import any further waste material onto any part of the agricultural unit. At the hearing that took place at the Royal Courts of Justice in July 2018, the landowners and tenant farmer agreed to a High Court Order ('the Order') so that the Judge did not have to rule on the injunction.
- 9.3 The terms of the Order are such that the defendants must not import any waste onto the land or undertake any engineering operations (such as the creation of bunds) without fresh planning permission or the written consent of the County Council. The landowner must notify the Council if they wish to import waste or undertake engineering operations on the land and detail the anticipated volume of waste required. Any confirmed breach of the Order could result in contempt of High Court proceedings.
- 9.4 On 19 September 2019, the landowner submitted a Prior Notification application, reference 19/01268/AGN, to East Cambridgeshire District Council (ECDC) to erect an agricultural building on the same piece of land at First Drove to which the extant EN relates. The landowner was at that time formally reminded of the potential penalties for breaching a High Court Order, that the County Council had evidence of the land levels across the site and that County Council officers would monitor the site for any breach of planning control. ECDC granted permission for the steel framed agricultural building on 10 October 2019. A recent visit to the site confirmed that work has started on site to construct two agricultural buildings. If there is evidence of any

future importation of waste onto the site that is likely to be a breach of the High Court Order then the evidence will need to be put before the courts.

- 9.5 In November 2021, the landowner paid the fourth and final invoice for the annual instalment of the payment of the costs incurred in securing the High Court Order.
- 9.6 In December 2021, officers received reports that the landowner was now importing waste onto land where his farmhouse is located on Third Drove, Little Downham. The land is unconnected with the land that is the subject of the High Court Order detailed above. Officers visited the site on 19 May 2022 and are assessing whether the inert waste that has been imported onto the land is reasonably necessary for the purposes of agriculture and would therefore benefit from permitted development rights.

10 Saxon Pit, Peterborough Road, Whittlesey

- 10.1 In January 2018, the Environment Agency (EA) received odour complaints associated with inadequate waste acceptance procedures taking place at Saxon Pit as part of the ongoing stabilisation and buttressing of a former quarry face which is authorised by a County Council waste planning permission. The EA investigation revealed that a large amount of non-conforming waste material had been accepted on the site over a long time period and that it was covering a wide area, down to an approximate depth of 2 metres. The EA investigation confirmed that the deposit of non-conforming waste had taken place across five phases of the development.
- 10.2 The EA requested that works on site cease to allow investigation which resulted in the stabilisation project, approved under a time limited planning permission, not being completed by the expiry date of that planning permission. A new planning application, reference F/2015/18/CW, was subsequently submitted and approved to extend the timescale for the importation of waste to stabilise and buttress the southern face of the former quarry for a further period to November 2022. The EA recommended the completion of the stabilisation works to prevent further saturation in the active tipping face and advised that this should be undertaken prior to any restoration activities. The planning permission issued restricted the operations to the use of the existing approved inert waste types and did not permit the use of the unauthorised waste type brought onto site without the necessary permission or permit.
- 10.3 In June 2020 the EA advised the operator that the removal of the non-conforming waste would not be required, provided that containment measures were put in place to control the leachate and landfill gas arising from the imported waste. As the statutory regulatory authority for leachate and landfill gas matters, the EA recommended that an environmental assessment was undertaken to determine: the chemical nature of leachate arising from the non inert waste; the likelihood of its migration; its potential impact to sensitive receptors in the long term and representative gas monitoring. The full details of the EA's correspondence in relation to planning application reference F/2015/18/CW can be found on the Council's public access webpage (<https://planning.cambridgeshire.gov.uk/online-applications/>).
- 10.4 Legal advice confirmed that the principle of development at the site had previously been found to be acceptable. It had also been accepted that the stabilisation works needed to be completed and, as there was no objection to the development from any of the statutory consultees, planning permission reference F/2015/18/CW was issued on 17 September 2020 and approves the infilling of the pit face with inert waste for its

stabilisation and buttressing for two years and 2 months from the date of the decision notice.

- 10.5 Since the issuing of the planning permission in September 2020, the Council has continued to receive occasional queries about the waste uses at the Saxon Pit site and the EA's decision to allow the non inert waste to remain in situ, provided that suitable monitoring and mitigation measures are incorporated into the site restoration. The EA investigation is ongoing and is likely to continue for some time. Officers from County Planning continue to work closely with the EA to ensure that enforcement officers are kept updated on the current situation and regular monitoring is undertaken to determine the type and source of waste material brought onto the site for use in the stabilisation and the completion of the restoration.
- 10.6 In February 2021, a new planning application, reference CCC/21/024/FUL, was submitted which sought permission for the importation, storage, processing and recycling of incinerator bottom ash and construction and demolition waste at the Saxon Pit site. Although this development is unrelated to the existing County planning and EA investigations into the waste brought into stabilise the pit, it received a significant amount of public attention. The application, which was accompanied by the submission of an Environmental Statement, was approved on 22 April 2022.

11 Kingsland Farm, Coates

- 11.1 In January 2020 officers received a complaint regarding the breaking of vehicles for parts that was taking place in an industrial unit at Kingsland Farm, Coates. This processing of End-of-Life vehicles (ELV) is development that needs planning permission from the County Council as the Waste Planning Authority (WPA).
- 11.2 The landowner and operator were advised to seek Pre application advice from County Planning, Minerals and Waste which would provide information on whether the ELV use was consistent with the Mineral and Waste policies in the Local Plan as well as details of what supporting information would need to be submitted with any application. The pre application advice request was received on 26 March 2021 and the response letter was issued on 3 April 2020. The advice from County Planning was that that the ELV use could be supported by officers because it broadly complied with the sustainability aims of national and local development plan policies and the vehicle dismantling activities could be undertaken without unacceptable adverse impacts on human health or amenity.
- 11.3 On 23 July 2020, a planning application, reference CCC/20/056/FUL was submitted for 'Change of use of land and buildings from storage and distribution to vehicle dismantling and parts storage (Retrospective). Matters relating to the determination of this application proved complex to resolve and prior to the decision being issued on 31 January 2022, officers received a number of reports alleging that operations were taking place at the site outside of the working hours proposed in the planning statement submitted with the application. Officers undertook monitoring and confirmed that out of hours working was taking place. However, the development was not yet controlled by a County planning permission and no planning conditions were in place and therefore, officers were not able to take any formal action to address the matter.

- 11.4 One further report of out of hours working was received following the grant of permission, however, an investigation confirmed that the one-off incident did not constitute a breach of condition and so no further action was taken.

12 Westons Yard, Pondersbridge

- 12.1 On 5 August 2020, retrospective planning permission was approved for the change of use of Units B & 1B of Westons Yard, Pondersbridge to allow the processing of depolluting and dismantling of ELVs. The permission was for a temporary period expiring 5 years from the date of the decision and was subject to a number of planning conditions.
- 12.2 On 16 November 2020, Enforcement Officers sent an email to the operator and agent to remind them that a number of planning conditions required action to be undertaken within three months of the date of the decision notice, the relevant conditions were:
- Condition 3 - Acoustic barrier fence erected;
Condition 5 - On Site parking laid out and implemented;
Condition 8 - White noise alarms fitted; and
Condition 11 - Drainage and pollution control measures implemented.
- Condition 9 of the planning permission required the submission of a noise management plan for approval within a further 2 months (i.e. by early January 2021).
- 12.3 Officers corresponded with the Planning agent and operator regarding the ongoing breaches of planning control at the site and advised that each of the breaches of planning condition were detrimental to local residential amenity or were causing planning harm and needed addressing. Owing to the amount of time that it was taking to secure compliance with the conditions, officers sought the authority to serve a Planning Contravention Notice (PCN) on the site operator and the land owner.
- 12.4 The PCN was served on 31 August 2021 and it required the provision of information on land ownership and the breaches of condition in order to assist with an assessment of whether it is necessary and expedient to take formal enforcement action. The PCN responses, and subsequent correspondence with the operator, confirmed that the majority of the breaches of planning control on site had been remedied.
- 12.5 Officers visited the site on 17 March 2022 and progress had been made towards remedying the breaches of conditions. The acoustic barrier fence had been completed, the on-site parking had been laid out and the storage of cars had been reduced. The wash down sump, agreed as part of the drainage and pollution control measures, had not been installed and a noise monitoring scheme still needed to be submitted.
- 12.6 Officers continued to correspond with the operator regarding operations at the site and compliance with the conditions which led to the installation of the wash down sump and the submission of a Noise Management Scheme to discharge condition 9 of the planning permission. At the time of writing this report, the application was awaiting validation.

13 Mitchell Hill mineral extraction site

- 13.1 On 21 December 2018, planning reference S/0088/18/CM was approved for 'Extraction of sand and gravel, restoration using inert material and inert waste recycling', subject to a number of planning conditions. Condition 19 relates to Dust Suppression and requires that the haul road to the site is given a bound and sealed surface. The details agreed to discharge the condition were that the road would be surfaced within twelve months of the completion of earthmoving works at the adjacent Gravel Diggers mineral extraction site.
- 13.2 On 15 July 2020, officers advised the operator, Mick George Ltd (MGL) that the earthworks at Gravel Diggers had been completed at the end of August 2019 and therefore the deadline for completing the road surface was imminent. Although MGL advised that the bound surface road had been established, the County Highways engineer considered that the haul road had not been bound and sealed in line with the terms of the condition.
- 13.3 In November 2020, MGL advised officers that it was proposed to progressively surface the road in sections, beginning Spring 2021 and that they would provide the exact distances and phasing of works. The works did not take place and MGL failed to provide a timescale for them, instead stating that as the haul road was a requirement to minimise dust emissions, following a review of any complaints about dust, an alternative maybe considered.
- 13.4 In September 2021, MGL advised officers that they were awaiting a report on the suitability of the ground and that once the results were available, they were hoping that haul road surfacing should be completed by the end of the year. On 7 March 2022, officers confirmed that the works to create a bound and sealed surface on the haul road had still not commenced. MGL were advised that officers intended to draft a PCN in respect of the ongoing failure to comply with condition 19 of S/0088/18/CM.
- 13.5 On 27 April the PCN was served on MGL and their response, received on 16 May 2022, stated that the bound and sealed surface of the haul road will be completed in September 2022. The PCN is a legal questionnaire and it is an offence to provide inaccurate information in the response. Therefore, officers will continue to monitor the site and if the commitment made in the PCN is not actioned then formal enforcement action is likely to be initiated.

14 Beats Lodge, Murrow

- 14.1 On 8 March 2021, the County Council received information from Fenland District Council (FDC) that the land at Beats Lodge was being used as a demolition yard, providing waste removal services, site clearance and aggregate/crushed concrete supply. There were no relevant planning permissions in force for the waste activities at the site. Officers advised the operator that the waste importation, storage and processing operations required planning permission from the Council as the Waste Planning Authority.
- 14.2 On 8 June 2021, an unannounced visit to the site confirmed that part of the land was operating as a waste transfer station and the operator was subsequently advised to cease all waste operations until planning permission had been approved. Later that

month, an application, reference CCC/21/070/FUL, was submitted for the 'Continued use of land for recycling inert waste including use of a screener; construction of an earth bund and material storage bays; and the erection of a demountable building'. After a short delay, in which further supporting information was collated and submitted, the application was validated and put forward for determination.

- 14.3 In February 2022, the Council received complaints of noise from 'mechanical activity' taking place at the site, complaints were also submitted to FDC's Environmental Health team. On 14 February 2022, officers visited the site and noted that the screener remained on site and also that a significant amount of new material had been brought on site, some of which was being used to create a raised roadway extending to the rear of the land. Officers held discussions with the operator about activities at the site and established that the waste operations had ceased.
- 14.4 On 14 April 2022, the planning application, reference CCC/21/070/FUL was refused planning permission by the Waste Planning Authority.
- 14.5 A Planning Contravention Notice (PCN) was served on the operator on 11 May 2022 in order to get confirmation in writing of the current land use and the activities taking place at the site. Following the receipt of the PCN response, a number of visits to the site and further discussion with the operator, the Waste Planning Authority is satisfied that unauthorised waste uses are no longer occurring on site.

Appendix 1 – Enforcement cases where notices have been served and monitoring is ongoing

Key: Red = High Priority

Amber = Medium Priority

Green = Low Priority

Description of Alleged Breach	Location	Notice Issued	Comments
2. Green Without planning permission, the change of use of the land from agricultural land to a mixed use comprising of agricultural and the importation and disposal of waste material and raising the level of part of the land by the depositing of waste materials.	First Drove Little Downham Ely	EN 17/01/12	An EN for unauthorised change of use was served in 2012 and upheld but varied at appeal. The amended notice required the removal of all the waste from land to the level of the adjoining field. Topographical surveys of the land confirmed that the EN had not been fully complied with. Counsel advice received in 2017 in respect of the larger agricultural unit led to the High Court action detailed in section 9 above.

Summary of Decisions Made Under Delegated Powers

To: Planning Committee

Date: 15 June 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 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. Summary of decisions

- 2.1 Ten applications have been determined under delegated powers during the period between 08/04/2022 and 06/06/2022, as set out below:

1. CCC/21/070/FUL: Use of land for recycling inert waste including use of a screener; construction of an earth bund and material storage bays; and the erection of a demountable building (retrospective).

Location: Beats Lodge, Hooks Drove, Murrow PE13 4HH

Decision: permission refused 14/04/22

For further information: contact Helen Wass on 01223 715522

2. CCC/21/248/FUL: Erection of 1.8 metre high and 85 metres long black weld mesh fence (including replacement of existing timber fence and pedestrian gate to Bradley Road entrance from the B1061).

Location: Burrough Green CoE Primary School, Bradley Road, Burrough Green, CB8 9NH

Decision: permission granted 29/04/2022

For further information: contact Luke Walstow on 01223 703861

3. CCC/22/006/VAR: Retention of a 5 bay (approximately 9m x 15m) mobile classroom building for a temporary period.

Informative: This is a Section 73 planning application that seeks to retain the existing 5 bay mobile classroom unit without compliance with condition 1 of planning permission S/0237/17/CC until on or before 31st August 2027.

Location: Harston and Newton Community Primary School, High Street,
Harston, CB22 7PX

Decision: permission granted 03/05/22

For further information: contact Kate Bannigan on 07471 412431

4. CCC/21/236/VAR: Importation of clean, uncontaminated waste soils to finalise the restoration and address differential settlement. Informative - Section 73 Planning application to develop land without complying with Condition Nos.4, 8, 13 and 16 of Planning Permission Ref. H/5001/17/CW to extend the period of time for the importation of soils and restoration to 31 December 2027, update the HGV Routing Agreement, details of the Construction Environmental Management Plan (CEMP) and the restoration and aftercare scheme.

Location: Godmanchester Landfill Site Cow Lane Godmanchester PE29 2EJ

Decision: permission granted 05/05/2022

For further information: contact Andrew.sierakowski@cambridgeshire.gov.uk

5. CCC/22/021/VAR: Retention of a 3-bay classroom building for a temporary period.

Informative: This is a Section 73 planning application that seeks to retain the existing 3 bay mobile classroom unit without compliance with condition 1 of planning permission E/3004/17/CC until on or before 31st August 2027.

Location: Swaffham Prior C Of E Community Primary School, Station Road,
Swaffham Prior, Cambridge, Cambridgeshire , CB25 0LG

Decision: permission granted 13/05/2022

For further information: contact Kate Banningan on 07471 412431

6. CCC/22/022/VAR: Retention of a 7-bay classroom building for a temporary period.

Informative: This is a Section 73 planning application that seeks to retain the existing 7 bay mobile classroom unit without compliance with condition 1 of planning permission C/5001/17/CC until on or before 31st August 2027.

Location: Queen Edith Community Primary School Godwin Way Cambridge
Cambridgeshire CB1 8QP

Decision: permission granted 19/05/2022

For further information: contact Kate Banningan on 07471 412431

7. CCC/22/019/VAR: Retention of a 6 bay mobile classroom building with access ramp, LPG storage container and a paved pathway for a temporary period.

Informative: This is a Section 73 planning application that seeks to retain the existing 6 bay mobile classroom unit without compliance with condition 1 of planning permission E/3002/17/CC until on or before 31st August 2027.

Location: Witchford Village College, Manor Road, Witchford, Ely, CB6 2JA

Decision: Permission Granted 20/05/2022

For further information: contact Luke Walstow on 01223 703861

8. CCC/22/018/VAR: Retention of a 7 bay (approximately 9m x 15m) mobile classroom building for a temporary period and permanent retention of a 10 space cycle shelter.

Informative: This is a Section 73 planning application that seeks to retain the existing 7 bay mobile classroom unit without compliance with condition 1 of planning permission S/0235/17/CC until on or before 31st August 2027.

Location: Over Primary School, Long Furlong, Over, CB24 5PG

Decision: Permission Granted 26/05/2022

For further information: contact Luke Walstow on 01223 703861

9. CCC/22/005/FUL: Installation of an acoustic enclosure to two (2) air source heat pumps; and the erection of a 2-metre-high timber fence with gated access around the acoustic enclosure.

Location: The Library, Ascham Road, Cambridge, Cambridgeshire, CB4 2BD

Decision: Permission Granted 26/05/2022

For further information: contact Dallas Owen on 01223 714722

10. CCC/22/020/VAR: Retention of a 6 bay (approximately 18m x 9m) mobile classroom building for a temporary period. The temporary mobile structure continues to be required for the Pre-school and an Out-of-school club.

Informative: This is a Section 73a planning application that seeks to retain the existing 6 bay mobile classroom unit without compliance with condition 1 of planning permission 16/01582/S73 until on or before 31st August 2027.

Location: Upwood Primary School, Ramsey Road, Upwood, Huntingdon, Cambridgeshire, PE26 2QA

Decision: Permission Granted 27/05/2022

For further information: contact Dallas Owen on 01223 714722

