



Cambridgeshire County Council

CAMBOURNE TO CAMBRIDGE BUSWAY

Planning Statement (Doc Ref: C2C-15-01)





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CONTENTS

1	INTRODUCTION	1
1.1	INTRODUCTION	1
1.2	BACKGROUND TO THE PROJECT	1
1.3	TRANSPORT AND WORKS ORDER	2
1.4	PURPOSE OF THE PLANNING STATEMENT	3
1.5	STRUCTURE OF THE PLANNING STATEMENT	3
2	BACKGROUND TO THE PROJECT	5
2.1	THE GREATER CAMBRIDGE PARTNERSHIP	5
2.2	PROJECT DEVELOPMENT	5
	STRATEGIC OUTLINE BUSINESS CASE	6
	OUTLINE BUSINESS CASE	6
	OUTLINE BUSINESS CASE ADDENDUM 2022	6
2.3	CONSULTATION AND ENGAGEMENT	6
	STATUTORY CONSULTEES AS PART OF THE TWAO PROCESS	7
	LOCAL AUTHORITIES	7
	Local Planning Authorities	7
	Local Authorities – Cambridgeshire County Council	8
	THOSE WITH A POTENTIAL INTEREST IN LAND	8
	WIDER STAKEHOLDER ENGAGEMENT AND CONSULTATION	8
3	PROJECT NEED AND BENEFITS	11
3.1	INTRODUCTION	11
	GCP OVERALL VISION	11
	GCP PROJECT VISION AND OBJECTIVES	11
3.2	THE NEED FOR THE PROJECT	12
	THE EXISTING TRANSPORT NETWORK	12



	IMPACT ON KEY EMPLOYMENT AND HOUSING GROWTH SITES	13
3.3	THE BENEFITS OF THE PROJECT	14
	ECONOMIC BENEFITS	15
	SOCIAL BENEFITS	15
	ENVIRONMENTAL BENEFITS	16
	TRANSPORT BENEFITS	16
4	APPLICATION SITE AND SURROUNDING CONTEXT	19
<hr/>		
4.1	LOCATION OF THE PROPOSED DEVELOPMENT	19
4.2	THE PROPOSED ROUTE	19
4.3	SURROUNDING ENVIRONMENT	21
	LAND USES	21
	AIR QUALITY	21
	ECOLOGY	21
	Internationally Designated Sites	22
	Nationally Designated Sites	22
	Non-Statutory Designated Sites	22
	Habitat character	22
	Wildlife	23
	HERITAGE	23
	Archaeology	23
	Built and surface heritage	24
	LANDSCAPE	24
	SOILS, GEOLOGY AND CONTAMINATION	25
	Agricultural Land Classification	25
	Geology	25
	Potential sources of contamination	26
	Onsite	26
	Offsite within 500m	26
	WATER ENVIRONMENT	26
	Surface Water Features	26
	Flood Risk	27

4.4	RELEVANT PLANNING APPLICATIONS	27
4.5	RELEVANT DEVELOPMENT PLAN ALLOCATIONS	28
5	THE PROPOSED DEVELOPMENT	30
<hr/>		
5.1	INTRODUCTION	30
5.2	DESCRIPTION OF THE DEVELOPMENT	30
5.3	GENERAL DESIGN FEATURES	30
	BUSWAY PROFILE	31
	PUBLIC TRANSPORT STOPS	31
	WORKS TO HIGHWAYS AND CREATION OF JUNCTION	31
	ACCESS TO LAND AND CROSSING POINTS	32
	DRAINAGE	33
	FENCING	34
	OPERATIONAL LIGHTING	34
5.4	SPECIFIC DESIGN FEATURES	34
	THE TRAVEL HUB	34
	M11 OVERBRIDGE	35
	BIN BROOK BRIDGE	35
5.5	LANDSCAPING	36
5.6	ECOLOGICAL MITIGATION	37
	BAT 'HOP-OVERS'	37
	BADGER/WILDLIFE UNDERPASSES	37
	HABITAT RECREATION	37
5.7	SUSTAINABLE DESIGN	38
	LIMITING EMISSIONS AND ENERGY USAGE	38
	DESIGN RESILIENCE	38
	COMMITMENT TO BIODIVERSITY	38
5.8	INTERACTIONS WITH MAJOR DEVELOPMENT SITES	39
	Cambourne West Broadway Buslink - Proposed Layout Drawing Sheet number 2	39
	Bourn Airfield and Bourn Quarter - Proposed Layout Drawing Sheet numbers 2 and 3	39
	West Cambridge - Proposed Layout Drawing Sheet numbers 14, 15 and 16	40

5.9	CONSTRUCTION DETAILS	40
	PROGRAMME	40
	CONSTRUCTION COMPOUNDS	40
	PLANT AND EQUIPMENT	41
	CONSTRUCTION TRAFFIC AND ACCESS	41
	ROAD CLOSURES	41
	MATERIALS AND WASTE	41
	CONSTRUCTION WORKING HOURS	42
	CODE OF CONSTRUCTION PRACTICE	42
	CONSTRUCTION TRAFFIC MANAGEMENT PLAN	43
6	PLANNING POLICY FRAMEWORK	45
<hr/>		
6.1	INTRODUCTION	45
	STATUTORY DEVELOPMENT PLAN	45
	THE EMERGING LOCAL PLAN	45
	OTHER RELEVANT POLICY, STRATEGIES AND GUIDANCE	45
6.2	NATIONAL PLANNING POLICY AND GUIDANCE	45
	THE NATIONAL PLANNING POLICY FRAMEWORK 2021	45
	NATIONAL PLANNING PRACTICE GUIDANCE	47
	Open Space	47
	Air Quality	47
	Climate Change	47
	Green Belt	48
	Design: process and tools	49
6.3	LOCAL PLANNING POLICY	50
	SOUTH CAMBRIDGESHIRE LOCAL PLAN (SEPTEMBER 2018)	50
	CAMBRIDGE LOCAL PLAN (OCTOBER 2018)	52
	CAMBRIDGESHIRE AND PETERBOROUGH MINERALS AND WASTE LOCAL PLAN (JULY 2021)	54
6.4	THE EMERGING LOCAL PLAN - GREATER CAMBRIDGE LOCAL PLAN	54
	GREATER CAMBRIDGE PLAN FIRST PROPOSALS (NOVEMBER 2021)	54



	GREATER CAMBRIDGE LOCAL PLAN INFRASTRUCTURE DELIVERY PLAN INTERIM REPORT FOR GREATER CAMBRIDGE SHARED PLANNING (SEPTEMBER 2021)	56
6.5	OTHER RELEVANT POLICY, STRATEGIES AND GUIDANCE	56
	OTHER LOCAL POLICY	56
	Cambridgeshire and Peterborough Independent Economic Review	56
	Cambourne to Cambridge Better Public Transport Project - Independent Audit of Key Assumptions and Constraints 2021	57
	Inspectors Report on the Examination of the South Cambridgeshire Local Plan (August 2018)	57
	The Bourn Airfield New Village A Spatial Framework & Infrastructure Delivery Plan Supplementary Planning Document (October 2019)	58
	TRANSPORT PLANS AND STRATEGIES	58
	Cambridgeshire Local Transport Plan 2011-2031 Long Term Transport Strategy (July 2015)	58
	Transport Strategy for Cambridge and South Cambridgeshire (March 2014)	59
	OTHER STRATEGIES	59
7	PLANNING APPRAISAL	61
7.2	PRINCIPLE OF DEVELOPMENT	61
	PUBLIC TRANSPORT ROUTE CONNECTING CAMBOURNE AND CAMBRIDGE	62
	National Planning Policy	62
	Economic benefits	62
	Social Benefits	62
	Environmental Benefits	63
	Conclusion	63
	Local Planning Policy	64
	Other Material Considerations	67
	Conclusion in relation to the development of a public transport corridor	67
	TRAVEL HUB AT SCOTLAND FARM	68
	National Planning Policy	68
	Local Planning Policy	69
	Other Material Considerations	70
	EMERGENCY AND MAINTENANCE SERVICE TRACK	71
	National Planning Policy	71
	Local Planning Policy	71



	Other Material Considerations	72
	SUMMARY CONCLUSION ON PRINCIPLE OF DEVELOPMENT	73
7.3	IMPACTS ON THE GREEN BELT	73
	NATIONAL PLANNING POLICY	73
	1. A REQUIREMENT FOR A GREEN BELT LOCATION	74
	2. PRESERVING THE OPENNESS OF THE GREEN BELT	76
	3. CONFLICT WITH PURPOSES OF THE GREEN BELT	78
	Cambridge Local Plan (2018) - Policy 4: The Cambridge Green Belt	79
	South Cambridgeshire Local Plan (2018) – Policy S/4	79
	GREEN BELT - VERY SPECIAL CIRCUMSTANCES	83
7.4	IMPACTS ON OPEN SPACE	84
	SUMMARY OF OPEN SPACE ASSESSMENT METHODOLOGY	84
	LAND TO THE EAST OF M11	86
	Accordance with the Planning Policy Framework	86
	Accordance with the Planning Policy Framework	88
	Accordance with the Planning Policy Framework	89
	Accordance with the Planning Policy Framework	92
	MITIGATION DURING CONSTRUCTION PHASE AND EFFECTS	93
	Residual Temporary effects	94
	PERMANENT MITIGATION AND EFFECTS	94
7.8	TRAFFIC AND TRANSPORT IMPACTS	95
7.9	HIGH QUALITY DESIGN	97
7.10	ENVIRONMENTAL IMPACTS	98
	BEST AND MOST VERSATILE AGRICULTURAL LAND	98
	HERITAGE	99
	Below Ground Heritage – Archaeological Assets	99
	Above Ground Heritage	100
	LANDSCAPE AND VISUAL IMPACT	100
	BIODIVERSITY	102
	NOISE & VIBRATION	105
	Temporary Noise Effects	105



AIR QUALITY	106
Temporary Effects	106
Permeant Effects	106
DRAINAGE AND FLOOD RISK	106
SOILS, GEOLOGY AND LAND CONTAMINATION	107
MATERIALS AND WASTE	108
GREENHOUSE GASES	110
CLIMATE RESILIENCE	110
8 MITIGATION AND DRAFT PLANNING CONDITIONS	113
8.2 DRAFT PLANNING CONDITIONS	113
9 PLANNING BALANCE AND CONCLUSION	116
The economic objective	117
The social objective	117
The environmental objective	117

TABLES

Table 5-1 C2C Scheme detention ponds	33
Table 7-1 - Type Caption Here	81
Table 7-1 – Land Plots Considered to meet definition of Open Space	84
Table 7-3 – Schedule of estimated material use	109

FIGURES

Figure 2-1 - C2C Stakeholder Consultation and Engagement Stages	9
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APPENDICES

APPENDIX A



TWAO RULES 2006 - SCHEDULES 5 & 6
APPENDIX B
RELEVANT PLANNING APPLICATIONS
APPENDIX C
PLANNING DIRECTION DRAWING LIST
APPENDIX D
RELEVANT LOCAL PLANNING POLICY
APPENDIX E
OTHER RELEVANT NATIONAL STRATEGIES
APPENDIX F
LOCATION WITHIN THE GREEN BELT AND SECTORS
APPENDIX G
PROPOSED PLANNING CONDITIONS

1

INTRODUCTION



1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1. Cambridgeshire County Council (CCC) on behalf of the Greater Cambridgeshire Partnership (GCP) is applying to the Secretary of State (SoS) for Transport for a Transport and Works Act Order (TWAO) to authorise the construction, operation and maintenance of a busway between the town of Cambourne and Cambridge City centre referred to as the Cambourne to Cambridge better Public Transport (C2C) project ('the Project').
- 1.1.2. The objectives of the Project are to:
- achieve improved accessibility to support the economic growth of the Greater Cambridge region;
 - deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303 corridor; and
 - contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428 /A1303 corridor and within Cambridge city centre.
- 1.1.3. The Project will enable people to travel by public transport for employment and education purposes, encouraging a modal shift to public transport via a congestion free alternative to private vehicular trips, facilitating sustainable development at key strategic economic and housing sites within the Greater Cambridge region.

1.2 BACKGROUND TO THE PROJECT

- 1.2.1. The Greater Cambridge region is one of the most successful and fastest growing economies in the UK. The Cambridgeshire and Peterborough Independent Economic Commission (CPIEC) published its interim report in September 2018¹. The report concluded that the pace of economic growth within this region is unlikely to slow which will lead to population growth and, if not supported by improved public transport infrastructure, increased congestion. As such, the Greater Cambridge region would be unable to achieve its full potential without investment in infrastructure and housing, which would otherwise act as a bottleneck on growth.
- 1.2.2. The Project proposes the development of a dedicated busway running for approx. 13.6km between the town of Cambourne and Cambridge City centre along the A428/A1303 with a Travel Hub at Scotland Farm. It would serve existing and proposed communities in Cambourne and the proposed Bourn Airfield development, as well as in Hardwick, Coton and the West Cambridge campus. An emergency access and maintenance track will also be provided that will run alongside the busway, which would be accessible to pedestrians and cyclists. Part of the service track will also function as a bridleway – all herein referred to as 'the Proposed Development'.
- 1.2.3. The Project is a priority for GCP, CCC and the Greater Cambridge region, creating a vital link to ease congestion along the A428/A1303 and within Cambridge city centre. It would offer increased

¹ <https://www.cpier.org.uk/interim-report/>

sustainable travel choices, connect existing and proposed communities along the route and support the wider growth of the Greater Cambridge region.

1.3 TRANSPORT AND WORKS ORDER

- 1.3.1. The application process for a TWAO is governed by the Transport and Works Act 1992 ('the 1992 Act') and the Transport and Works (Applications and Objections) (England and Wales) Rules 2006 ('the 2006 Rules'), as amended.
- 1.3.2. CCC will be applying for the TWAO referred to as The Cambourne to Cambridge Transport Scheme Order 202[X] ('the Order').
- 1.3.3. The Order would authorise CCC to carry out works to construct the busway, including a surfaced busway bus stops, a Park and Ride (referred to as the Travel Hub) providing spaces for cars, bicycles and coaches and associated hard and soft landscaping.
- 1.3.4. The Order would also authorise CCC to operate and maintain the busway and allow them to compulsorily acquire land and rights permanently or on a temporary basis, to divert utilities, to make provision for temporary alternative routes or permanent diversions and to stop up or alter public rights of way.
- 1.3.5. The following documents accompany the Order application:
 - Draft Order - (document ref: C2C-02-01);
 - Explanatory Memorandum - (document ref: C2C-03-01)
 - Statement of Aims (document ref: C2C-04-01)
 - List of consents, permissions or licences required under other enactments - (document ref: C2C-05-01)
 - Consultation Report - (document ref: C2C-06-01)
 - Funding Statement - (document ref: C2C-07-01)
 - Estimate of Costs - (document ref: C2C-08-01)
 - Environmental Statement (Non-Technical Summary) - (document ref: C2C-09-01)
 - Environmental Statement (Volume 1) - (document ref: C2C-10-01)
 - Environmental Statement (Volume 2 Appendices) - (document ref: C2C-11-01)
 - Land and Works Plans (Plans and sections of the proposed works and the land to be acquired or used for the Proposed Development) – (document ref: C2C-12-01)
 - Book of Reference) – (document ref: C2C-13-01); and
 - Request for Deemed Planning Permission (document ref: C2C-14-01) which includes proposed planning conditions.
- 1.3.6. An application will also be made for an exchange land certificate under section 19(1)(a), 28 and Schedule 3 paragraph 6(1)(a) of the Acquisition of Land Act 1981 ('the 1981 Act') in respect to the provision of exchange land following the compulsory acquisition of open space land related to the proposed M11 overbridge that carries the Proposed Development over the M11 located on the western outskirts of Cambridge City (see reference to the Open Space Assessment in paragraph 1.4.1 below).
- 1.3.7. As elements of the works are beyond the scope of CCC's permitted development rights, pursuant to rule 10(6) of the 2006 Rules the draft Order is accompanied by a Request for Deemed Planning Permission (document ref: C2C-14-01) under Section 90(2A) of the Town and Country Planning Act

1990 which if given, would deem the grant of planning permission for development as set out in Section 55 of the Town and Country Planning Act 1990 and described in Section 4 of this Planning Statement.

- 1.3.8. The Request for Deemed Planning Permission (document ref: C2C-14-01) from the SoS seeks planning permission for the required change of use of land, along with the physical development and other works which make up the Proposed Development. Certain details, such as the full details of scale and external appearance of certain structures and hard/soft landscaping works are 'reserved' for subsequent approval by the relevant local authorities, through draft planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

1.4 PURPOSE OF THE PLANNING STATEMENT

- 1.4.1. In addition to the documents that accompany the draft Order as set out in Section 1.3.5 above, the following documents have also been included in support of the Order application and a Request for Deemed Planning Permission (document ref: C2C-14-01).

- Planning Statement (document ref: C2C-15-01);
- Planning Direction Drawings (document ref: C2C-16-01);
- Design and Access Statement (document ref: C2C-17-01);
- Green Belt Assessment (document ref: C2C-18-01);
- Open Space Assessment (document ref: C2C-19-01);
- Transport Assessment (document ref: C2C-25-01); and
- Draft Code of Construction Practice (document ref: C2C-26-01);; and

- 1.4.2. The purpose of the Planning Statement is to support the Request for Deemed Planning Permission (document ref: C2C-14-01), clearly setting out the planning policy context and case for the Proposed Development drawing on the overall assessments that accompany the draft Order e.g. the ES, Transport Assessment etc.

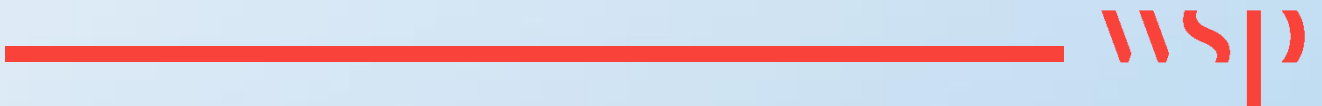
1.5 STRUCTURE OF THE PLANNING STATEMENT

This Planning Statement is structured as follows:

- **Section 2** provides detailed background information in relation to the Proposed Development including the need, its objectives and its benefits;
- **Section 3** sets out the need for the Project, its objectives and its benefits at a high level including the option selection process undertaken to date through the development of the Business Case;
- **Section 4** provides the context for the Application Site and its surrounding area as well as the main environmental constraints and relevant planning history;
- **Section 5** sets out a detailed description of the Proposed Development for which the Planning Direction is sought;
- **Section 6** sets out the planning policy context for the Proposed Development;
- **Section 7** provides a planning appraisal of the Proposed Development;
- **Section 8** sets out the proposed mitigations and how these may be secured through draft planning conditions included as part of the Request for Deemed Planning Permission; and
- **Section 9** concludes that the proposed Development, which will provide considerable benefits and comply with the relevant planning and transport policies, should be approved.

2

BACKGROUND TO THE PROJECT



2 BACKGROUND TO THE PROJECT

2.1 THE GREATER CAMBRIDGE PARTNERSHIP

- 2.1.1. The Project forms part of a range of schemes being developed by the GCP with an aim of contributing to the development of a more efficient, greener transport network for the Greater Cambridge region.
- 2.1.2. The Project is being promoted by the GCP that consists of five partners (CCC, Cambridge City Council, South Cambridgeshire District Council, a representative (usually the Mayor) of the Cambridgeshire and Peterborough Combined Authority and the University of Cambridge).
- 2.1.3. The GCP is the local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £500 million over 15 years, to vital improvements in infrastructure, supporting and accelerating the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships.
- 2.1.4. CCC (pursuant to its powers under section 239 of the Local Government Act 1972, which applies in this case by virtue of section 20 of the Transport and Works Act 1992) is the Applicant for the Order.

2.2 PROJECT DEVELOPMENT

- 2.2.1. On 19 June 2014, GCP signed the Cambridgeshire City Deal with Government that would see £1bn investment in Greater Cambridge to 2031. The key strategic objectives against which projects are to be prioritised are:
- To nurture the conditions necessary to enable the potential of Greater Cambridge to create and retain the international high-tech businesses of the future which bring investment into the UK;
 - To better target investment to the needs of the Greater Cambridge economy by ensuring those decisions are informed by the needs of businesses and other key stakeholders such as the universities;
 - To markedly improve connectivity and networks between clusters and labour markets so that the right conditions are in place to drive further growth; and
 - To attract and retain more skilled people by investing in transport and housing whilst maintaining a good quality of life, in turn allowing a long-term increase in jobs emerging from the internationally competitive clusters and more University of Cambridge spinouts.
- 2.2.2. The Project was prioritised for investment to meet the objectives set out above and an optioneering exercise began in 2014 to identify a preferred option for the route.
- 2.2.3. Since then, the Project has undergone significant development to generate options that would address the issues of congestion and reliability along the A428/A1303, to develop opportunities to connect local communities to employment opportunities in Greater Cambridge and meet the growth aspirations as provided for in the above objectives. Chapter 4 of the ES (Evolution of the Scheme) (C2C-10-01) sets out the alternatives considered as part of this process.
- 2.2.4. The development of the Project has been guided by Business Case process through its relevant stages as summarised below.

STRATEGIC OUTLINE BUSINESS CASE

- 2.2.5. Options were progressed through a series of assessments and refinement, including public consultation and were shortlisted in a Strategic Outline Business Case² (SOBC) in October 2016 and the End of Stage report in 2017³ prepared in line with DfT Transport Business Case guidance⁴.
- 2.2.6. The shortlisted SOBC options were developed in terms of two phases to reflect the targeting of funding from the City Deal. Phase 1 referred to the section of route between Madingley Mulch roundabout and the city centre. Phase 2 referred to the section between Cambourne and Madingley Mulch roundabout. Five options were examined at the SOBC stage including alternative Park and Ride sites at either the Waterworks or Scotland Farm sites.

OUTLINE BUSINESS CASE

- 2.2.7. Following approval of the SOBC, further work was undertaken to develop a preferred route alignment for Phase 1 (assessing on-road and off-road options) and Phase 2 of the scheme as part of the Outline Business Case⁵ (OBC) in January 2020. The Park and Ride site location at Scotland Farm was also confirmed as part of the preferred route alignment.
- 2.2.8. The outcome of the optioneering process has resulted in the design referred to as the Proposed Development that are the subject of the draft Order - described in more detail in Section 4 of this statement.

OUTLINE BUSINESS CASE ADDENDUM 2022

- 2.2.9. In August 2021, the DfT released an update to the Transport Business Case guidance document⁶ to reflect the 2020 HM Treasury Green Book review. The Green Book review resulted in an increased emphasis on the Strategic Case, demonstrating alignment to the national policy priorities of net zero and levelling-up.
- 2.2.10. WSP has prepared an Addendum to the OBC in 2022 (document ref: C2C-10-01) sets out the alternatives considered as part of this process. providing a companion document to the existing OBC, focussing on a review and update of the alignment of local, regional and national policy with carbon net zero and levelling up.

2.3 CONSULTATION AND ENGAGEMENT

- 2.3.1. Since the Project's inception, GCP has carried out comprehensive consultation on the Proposed Development. This included four formal consultation rounds from 2015 to 2022 with the statutory consultees, key stakeholders and local community. The feedback received has informed and

² <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-Delivery-Case-21.09.2016.pdf>

³ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-End-Of-Stage-Report-Sept-2017.pdf>

⁴ <https://www.gov.uk/government/publications/transport-business-case/transport-business-case-guidance>

⁵ <https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambourne-to-cambridge/cambourne-to-cambridge-outline-business-case>

⁶ <https://www.gov.uk/government/publications/transport-business-case#full-publication-update-history>

shaped the optioneering process as part of an iterative process, culminating in the Proposed Development.

- 2.3.2. A detailed summary of the consultation and engagement undertaken as part of the TWAO process is provided in the Consultation Report (Document Ref: C2C-06-01) that accompanies the draft Order application.
- 2.3.3. A summary of this is provided below in terms of how this has shaped the evolution of the Proposed Development through the optioneering process through to that as submitted in the draft Order.

STATUTORY CONSULTEES AS PART OF THE TWAO PROCESS

- 2.3.4. Schedules 5 and 6 of the TWAO Rules 2006 includes those to be served with or notified of the submission of a TWAO respectively. Article 10 (2) d of the TWAO Rules 2006 requires that those stakeholders identified in Schedules 5 and 6 are consulted, with a report summarising the consultation undertaken is provided as part of the Order application. The Consultation Report (Document Ref: C2C-06-01) that accompanies the Order application fulfils this requirement and should be read for a detailed analysis of the consultation undertaken to date.
- 2.3.5. Appendix A of this statement sets out those identified in Schedules 5 and 6 of the TWAO Rules 2006 to be consulted as part of the Project with a high level summary of engagement and consultation as it relates to the Request for Deemed Planning Permission (document ref: C2C-14-01).

LOCAL AUTHORITIES

Local Planning Authorities

- 2.3.6. Article 13 (1) a of the TWAO Rules 2006 requires that every local authority to the which the application relates is served with a copy of the application. The relevant local authorities are therefore consultees to the Order.
- 2.3.7. The Proposed Development will be located within the administrative areas of Cambridge City Council and South Cambridgeshire District Council, both of which are GCP partners. The Greater Cambridge Shared Planning Service (GCSPS) provides a joint planning service for these local authorities.
- 2.3.8. The Strategic Planning team at GCSPS was invited to an initial presentation on the Project in September 2022. The presentation provided an introduction to the Project, the related TWAO process and GCSPS role within this. Feedback was provided in terms of the relevant GCSPS departments that should be consulted as part of the TWAO process.
- 2.3.9. Following this a further presentation to the wider departments within GCSPS was undertaken in November 2022 with more detailed information provided as follows:
- Brief outline of the draft Order and the Request for Deemed Planning Permission (document ref: C2C-14-01);
 - GCSPS Role as a statutory consultee and ability to make representations and be responsible for the discharge of planning conditions post the Order being made. A process for the GCSPS to be consulted on draft planning conditions prior to submission of the draft Order was also discussed;
 - Overview of the Project including the proposed route, its context, scheme description and general design features; and
 - A high level programme for the submission of the draft Order.

- 2.3.10. Further engagement with specific departments within GCSPS was undertaken in February 2023 in relation to the following specific topics:
- Environmental Topic Specific Works shops/further engagement;
 - Engagement with the Strategic Planning team and relevant environmental departments on the draft
 - Engagement of draft planning conditions with the Strategic Planning team
 - Engagement with the Planning Policy team at GCSPS in relation to potential impacts on the designated Green Belt and Open Space (designated and undesignated) and any requirement for replacement Open Space.

- 2.3.11. Feedback yet to be received March 2023

Local Authorities – Cambridgeshire County Council

- 2.3.12. The Proposed Development will be located within the administrative area of CCC. CCC is the applicant for the draft Order.
- 2.3.13. The Explanatory Memorandum (Document Ref: C2C-03-01) that accompanies the draft Order sets out the separation of functions within the Council as applicant, under local authority powers, and as consultee and other functions of the Council.

THOSE WITH A POTENTIAL INTEREST IN LAND

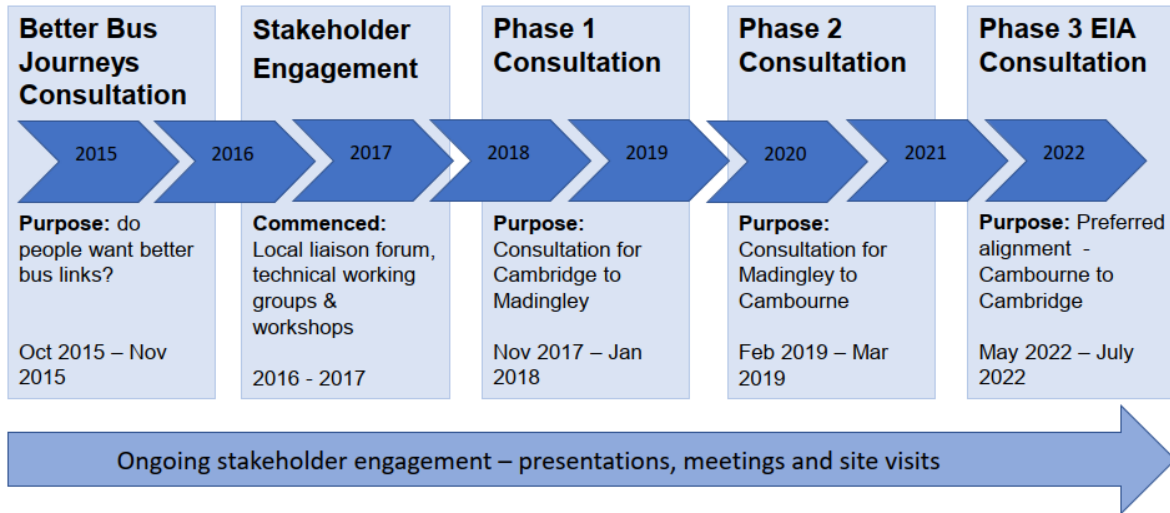
- 2.3.14. GCP undertook a land identification exercise that identified those with an interest in the land within the proposed Order limits in respect of which compulsory acquisition powers could be sought through the TWAO application, if private treaty arrangements cannot be made with the affected landowners in advance of the TWAO application being submitted.
- 2.3.15. Contact was made with those identified as having a potential land interest and offers of engagement were made to discuss the Project with GCP and its land agent, CBRE. Letters were issued to those with potential interest at land at every stage of consultation with links to consultation leaflets and questionnaires.
- 2.3.16. Engagement with the key employment and housing development sites that the Proposed Development will link into has been undertaken in terms of the proposed design, layout and access as part of the following major developments (see section 4.4 of this statement for further details):
- Cambourne West and the proposed Broadway Bus link;
 - Bourn Airfield;
 - Eddington; and
 - West Cambridge

WIDER STAKEHOLDER ENGAGEMENT AND CONSULTATION

- 2.3.17. Wider stakeholder engagement and consultation has taken place at every key stage in the optioneering process and as part of the TWAO process in line with those identified in Schedules 5 and 6 of the TWAO rules 2006.
- 2.3.18. It has allowed transparency as part of the optioneering and Business Case development giving local communities and key stakeholders the opportunity to raise any concerns and provide direct feedback on the options.

2.3.19. Figure 2-1 below summarises when engagement and consultation has taken place, along with the outcomes and their impact on the optioneering process.

Figure 2-1 - C2C Stakeholder Consultation and Engagement Stages



3

PROJECT NEED AND BENEFITS



3 PROJECT NEED AND BENEFITS

3.1 INTRODUCTION

GCP OVERALL VISION

3.1.1. GCP's overall vision is to support and sustain the Greater Cambridge region as a place to live and work, where new public transport routes:

- Offer a viable alternative to driving into Cambridge;
- support off-road active travel for pedestrians and cyclists commuting to Cambridge; and
- link to the wider villages and towns outside of Cambridge to offer safe commuting and leisure routes for pedestrians, cyclists and equestrian users.

3.1.2. GCP's vision seeks to integrate schemes such as the Project with upcoming rail improvements, improvements to on-road cycle provisions, city based traffic management, and improved bus services to ensure the Greater Cambridge region is a successful and thriving part of the regional economy. Schemes that the Project are considered to support/complement include:

- **Black Cat Caxton Gibbet** - This scheme would complement the Project as it would create quicker, more reliable access to St Neots from Cambourne with the potential to extend the bus scheme via the existing A428 or to gain additional patronage from the St Neots area;
- **East West Rail** - This scheme may complement the Project as one option is for a new proposed station at Cambourne, which could be used to create a multimodal Interchange location. This could lead to an increase in public transport use in general which is part of the aspirations of the C2C Project;
- **Cambridgeshire South East Transport (CSET)** – The Cambridge South East Transport scheme will work in tandem with the Project by being an accompanying off-road bus link in the Greater Cambridgeshire area. In addition, the scheme could lead to an increase in the general use of public transport in Greater Cambridgeshire.
- **Making Connections** – The Project would be supported by the Making Connections scheme due to the schemes purpose of encouraging Greater Cambridge car users towards more sustainable forms of transport. This will be achieved through its proposals which included a transformed bus network, an investment into more sustainable methods of transport and the implementation of a Sustainable Travel Zone.
- **Comberton Greenway** - This scheme complements the Project as it also develops improved pedestrian and cyclist routes with a segregated path past the Project. It could also be used to create circular routes with the Project to be used for pleasure and alternative pedestrian and cycling routes away from the Project.

GCP PROJECT VISION AND OBJECTIVES

3.1.3. The A428/A1303 corridor contributes to a wide network of movement and connectivity, which, if enhanced sufficiently to link growth sites and support transport infrastructure and quality of life, could support wider business investment and confidence and ensure investment is targeted where businesses need it.

3.1.4. The Project Vision as defined in the OBC is as follows:

'To connect existing and new communities along the A428/A1303 to places of employment, study and key services to enable the sustainable growth for Greater Cambridge. We will deliver this through improved, faster and more reliable High Quality Public Transport (HQPT) services, together with high quality cycling and walking facilities serving a new Travel Hub site to the west of Cambridge.'

3.1.5. To achieve the above vision, the objectives of the Project as set out as part of the OBC 2020 are to:

- achieve improved accessibility to support the economic growth of Greater Cambridge region;
- deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303; and
- contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428 /A1303 and within Cambridge city centre.

3.2 THE NEED FOR THE PROJECT

3.2.1. The Cambridgeshire and Peterborough Independent Economic Review (CPIER) Interim Report 2018⁷ produced by the CPIEC found evidence that across the Greater Cambridge region, economic growth is higher than official figures suggest. The report concludes that the examination of employment growth in individual companies suggests firms are increasing employment at a rate greater than that captured by the Office of National Statistics (ONS) data; similarly, turnover growth is strong. It is stated in the report that there are:

'major doubts as to how well the area is set up to cope with future growth, particularly where the strain is already evident.'

3.2.2. In summary the need for the Project is driven by the constraints on the existing transport network in the Greater Cambridge region and the knock on impact on the key employment and housing growth sites in terms of future growth. This is discussed further under the below headings.

THE EXISTING TRANSPORT NETWORK

3.2.3. Analysis of the A428/A1303 corridor undertaken as part of the development of the Business Case for the Project, has identified congestion pinch points along the route particularly east of Madingley Mulch roundabout along the A1303. The OBC 2020 summaries the main issues with the transport network in this area as follows:

- Severe congestion along the A428 transport route;
- Lack of connections to transport interchanges, limiting options to travel sustainably;
- Poor public transport provision along the route - buses offer no competitive advantage over private cars in terms of journey times;
- The current A428 Park and Ride is reaching capacity and congestion on the highway network results in passengers experiencing difficulties accessing the site;

⁷ <https://www.cpier.org.uk/interim-report/>

- There have been high number of serious and slight accidents along the A428/A1303 between 2012-2017;
- Car dependency along the route and demand for car travel is causing congestion and delay, this could restrict growth aspirations;
- Environmental issues associated with the above increased traffic volumes (noise, heritage setting, air quality and ecological).

IMPACT ON KEY EMPLOYMENT AND HOUSING GROWTH SITES

3.2.4. The development of high quality transport infrastructure will be critical to ensuring that issues with the current transport network as outlined above are addressed, enabling the economic growth of the Greater Cambridge region in a sustainable manner.

3.2.5. The Strategic Case within the OBC 2020 summarised the issues that the Project is seeking to address are as follows:

- The A428 is a nationally important route and forms part of the nationally strategically important Oxford-Cambridge Arc which was highlighted in the 2017 Budget as a priority for growth;
- Large population growth will require the delivery of significant additional housing, much of which is planned to be located to the West of Cambridge along the A428/A1303 route;
- Employment is growing rapidly within Cambridge with an increase of 44,000 new jobs being created by 2031. Notably, destinations on the edge of the city such as West Cambridge and the Biomedical Campus to the South with a need to provide effective transport connections from existing and future settlements to support the 33,500 new homes being built within Cambridge;
- Current delay on the A1303, eastbound, in the AM Peak is up to and over 75% slower than average night time speeds. This is mirrored in the westbound PM Peak with between 50%-75% slower speeds than night time average speeds;
- Car ownership in Cambridge is high, with 85% of households having access to a car compared to the national average of 74%;
- The demand generated by the growth in housing and employment will generate ever greater levels of demand for travel in and around Cambridge, with approximately 29% increase in trips during the AM peak, 31% increase during the PM peak and 38% increase during the interpeak period by 2036, and will thereby exacerbate current congestion issues;
- The greater levels in travel demand show that trips made by car for commuting purposes in Cambridgeshire are predicted to grow by up to 14% and 36% respectively during the AM and PM peak periods by 2036 exacerbating current congestion issues;
- The rail network does not serve the movements along the A428/A1303 route;
- The existing A428/A1303 is inadequate for walking and cycling as a mode of transport into Cambridge;
- Congestion on the route means that current public transport services are unable to offer an attractive alternative to private car.

3.2.7. The Project seeks to contribute towards addressing the issues with the current transport network in this area by linking key employment and housing sites together and with Cambridge City centre particularly with regards to the following major development sites along the proposed route of the Project:

- Cambourne West - Within South Cambridgeshire, the Project will support the projected growth associated with Cambourne West, which has a resolution to grant permission for the erection of up to 2,350 dwellings, together with formal and informal open space, new community and retail facilities and new infrastructure under planning ref: S/2903/14/OL. Outline planning permission has already been granted for a bus link between Sterling Way Upper Cambourne and the Broadway (planning ref: S/3329/16/OL) in January 2023.
- Bourn Airfield and Bourn Quarter - Between Broadway and St Neots Road the Project will pass through the former Bourn Airfield site, which has the potential to deliver approximately 3,500 new dwellings with outline planning permission applied for in 2018 (planning ref: S/3440/18/OL).
- West Cambridge - The West Cambridge Area of Major Change is subject to a current outline application on behalf of the University of Cambridge for 383,300m³ of employment comprising predominantly of academic floor space. Although this application is currently pending consideration, on the basis that it has an allocation in the adopted Local Plan, it will provide a major expanded employment facility that the Project will serve.

3.2.8. The Project will link these and a number of smaller development sites into Cambridge City centre enhancing access to employment and recreational uses. A description and the status of the planning permissions for these development sites is provided in Section 4.4 of this statement and the planning history attached as Appendix B of this statement.

3.3 THE BENEFITS OF THE PROJECT

3.3.1. Paragraph 7 of the National Planning Policy Framework (NPPF) 2021 states that that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'.

3.3.2. Paragraph 8 of the NPPF 2021 goes onto state that '*Achieving sustainable development means that the planning system has 3 overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)*': The three overarching objectives are as follows:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently,

minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

3.3.3. Paragraph 11 of the NPPF 2021 states that '*Plans and decisions should apply a presumption in favour of sustainable development.*'

3.3.4. The benefits of the Project in line with the three overarching objectives of sustainable development are set out at a high level below.

ECONOMIC BENEFITS

3.3.5. The Project will support recently permitted or developed as well and projected housing and job growth along the A428/A1303 corridor through:

- providing public transport infrastructure to link the existing and future major housing and employment areas;
- providing the opportunity for a more sustainable, reliable and rapid alternative form of public transport for existing and future residents along the proposed route; and
- increasing the reliability of journeys for these residents allowing enhanced access to employment opportunities via a sustainable form of public transport versus private vehicular trips that are noted to be increasing in the Cambridge region.

3.3.6. The Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of Cambridge city. Between 2011 and 2031, there is planning for an additional 8,000 new homes set for development in the Cambourne to Cambridge area and 44,000 new jobs to be created in or around the city.

3.3.7. A new transport link running regular, quality services will provide a vital connection for growing communities to access jobs, services and other opportunities. The Project will provide this link and will unlock growth by linking key employment, education and housing sites together, and with the city centre. This includes existing areas as well the proposed major developments noted at 3.2.7 above.

3.3.8. It is therefore considered that the Project is consistent with the overarching economic objective of sustainable development as set out in the NPPF 2021 in terms of housing and employment growth within both the adopted and emerging Development Plans for both Councils. The Project will also create a number of jobs both directly and indirectly, which is strongly supported in planning terms and is a strong material consideration in favour of the Proposed Development.

SOCIAL BENEFITS

3.3.9. In terms of social benefits the Project will support the promotion of healthy communities by providing a significantly improved public transport system together with additional benefits in terms of cycle and pedestrian enhancement between Cambourne to Cambridge. This will result in a likely modal shift change and more people cycling and walking to work.

3.3.10. In addition, by alleviating congestion, the Project will also support the required housing and employment growth along the A428 Corridor. This is required in order to meet the objectively assessed housing and employment needs of Cambridge City and South Cambridgeshire District Council, as identified in evidence based documents in their emerging Local Plans.

3.3.11. The social benefits are also considered to be strongly supported in planning terms and represent a strong material planning consideration in favour of the Project.

ENVIRONMENTAL BENEFITS

- 3.3.12. The support for sustainable transport schemes as set out in the Section 9 of NPPF 2021, needs to be weighed against other policy factors within the NPPF 2021 including the environmental impact of the Project.
- 3.3.13. At a high level the Project is likely to provide a clear benefit in terms of reducing CO2 and emissions associated with private vehicular trips and the current congestion experienced along the A428 corridor.
- 3.3.14. The full environmental impact of the Project has been assessed as part of the Environmental Impact Assessment process and reported in the ES that accompanies the draft Order application (document ref: C2C-09-01, C2C-10-01 and C2C-11-01). The environmental impacts including both the reported adverse and beneficial effects are considered further under the planning appraisal in Section 7 and the planning balance in Section 8 of this statement.

TRANSPORT BENEFITS

- 3.3.15. In addition to the above objectives as set out in the NPPF 2021, as a transport infrastructure project, it is important to set out the transport benefits of the Project.
- 3.3.16. The Project aims to facilitate fast, frequent and reliable journeys by bus between Cambourne and Cambridge in order to accommodate trips from the new and existing developments, as well as to encourage mode shift for those already travelling along the corridor.
- 3.3.17. The Business Case (SOBC 2015, OBC 2020 and its 2022 addendum) for the Project sets out detailed support in terms of traffic alleviation along the A428/A1303 corridor, into Cambridge, and the Madingley Mulch Roundabout. It also contains a full overview of the predicted future demand from car trips, and sets out the car use of key settlements along the route. Cambourne in particular is very car dominant. The case highlights the challenge in delivering modal shift to more sustainable travel patterns.
- 3.3.18. Analysis in the Business Case of the journey times between Cambourne and Cambridge on existing online services and between St Ives and Cambridge on the existing Cambridgeshire Guided Bus (CGB) show that bus journey times are significantly affected by congestion on inbound routes to the City Centre during the AM peak hour. Journey time benefits are experienced when buses are offline, on the CGB, as they are not in direct conflict with other road users. This suggests that in order to provide maximum journey time benefits into Cambridge City Centre, as part of Project, an off-road route as far as possible into the City Centre is favourable in order to avoid congestion on Madingley Road and other pinch points on the route.
- 3.3.19. The Project has the potential to provide approximately nine buses per hour between Cambourne and Cambridge City throughout weekdays and Saturdays. It would also provide a fast, frequent and reliable service between settlements at peak hours. The aim is to replicate the success of the CGB which took only three years to meet the initial forecast of 3.5 million trips per annum.
- 3.3.20. Therefore, the Project has the potential to provide significant transport benefits and address the existing travel issues between Cambourne and Cambridge.

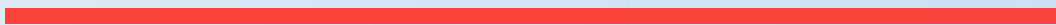
3.3.21. The transport benefits are in summary:

- A reduction in bus journey times between Cambourne West and Cambridge city centre
- An increase in bus passenger demand
- Improved journey time reliability
- Increased bus mode share

3.3.22. These are considered to be a very strong material planning consideration in favour of the Proposed Development.

4

APPLICATION SITE AND SURROUNDING CONTEXT



4 APPLICATION SITE AND SURROUNDING CONTEXT

4.1 LOCATION OF THE PROPOSED DEVELOPMENT

- 4.1.1. The Proposed Development is located to the west of Cambridge City. Running from west to east, the route extends from Sterling Way to the east of Cambourne to Grange Road in the Cambridge City⁸. The overall site is referred to herein as 'the Application Site'.
- 4.1.2. The Application Site passes through the administrative areas of South Cambridgeshire District Council and Cambridge City Council and through several settlements running from west to east including Cambourne, Bourn Airfield, Hardwick, Coton, West Cambridge and the Cambridge fringe.
- 4.1.3. The Application Site comprises a relatively narrow corridor that allows sufficient space to construct the busway, public transport stops, bridges (proposed at the M11 and at Bin Brook) along with ancillary works including landscape and ecological mitigation. The exception to this is an area of land located off Scotland Road to the north of the A428 dual carriageway, which would be used for the Scotland Farm travel hub.
- 4.1.4. A full description of the Proposed Development is set out in section 5 below and in Chapter 3 of the ES - Scheme Description (document ref: C2C-10-01).

4.2 THE PROPOSED ROUTE

- 4.2.1. Schedule 1 of the draft Order sets out the specific works to which the Request for Deemed Planning Permission (document ref: C2C-14-01) relates. The overall route of the Proposed Development is shown on the Proposed Layout Drawings (Sheet 1 of 18) (document ref: C2C-16-01). This section of the statement provides a summary of the Proposed Development by describing the proposed route as it runs from west to east.
- 4.2.2. The route of the Proposed Development begins in the administrative area of South Cambridgeshire District Council to the east of Cambourne town at the junction of Sterling Way. From here it runs eastwards towards the Broadway along a section of segregated route – see Proposed Layout Drawing Sheet 2 of 18.
- 4.2.3. To the west of the Broadway the route then enters the now disused Bourn Airfield site. This site is currently subject to an outline planning application for a mixed use village of approx. 3500 dwellings that is currently awaiting decision (planning ref: S/3440/18/OL - TBC if this is decided before final Order is submitted– update). The route passes through the application boundary for planning ref: S/3440/18/OL along its western and northern boundary, where it will largely be accommodated on its own dedicated route – see Proposed Layout Drawing Sheet 3 of 18.

⁸ Work No.1 as set out in the draft Order starts at Sterling Way, Cambourne, and runs east between Sterling Way and Broadway. This land already benefits from outline planning permission for the development for a buslink and the owner of the land has recently submitted an application to South Cambridgeshire District Council for approval of reserved matters for the link (ref: S/4594/18/RM).

- 4.2.4. The route then bears north-east out of Bourn Airfield and crosses St Neots Road about 150m northwest of the Bourn roundabout at Childerley Gate. A new signalised crossing will be installed on St Neots Road– see Proposed Layout Drawing Sheet 4 of 18.
- 4.2.5. North of St Neots Road, the route then bears east onto a structure that will use retaining walls to take it between the A428 and the nearest of three residential properties at Childerley Lodge Cross – see Proposed Layout Drawing Sheet 4 of 18.
- 4.2.6. The route then continues off road on the south side of the A428 for approximately 1.2km before bearing south to join St Neots Road, 170m west of Scotland Road – see Proposed Layout Drawing Sheet 6 of 18.
- 4.2.7. East of Scotland Farm, a Park and Ride Facility referred to as the Scotland Farm Travel Hub is proposed with spaces for approx. 2000 cars, 300 bicycles and coach parking along with associated facilities. The buses will be able to use Scotland Road to access the Travel Hub. A new signalised junction will allow the buses to pass to and from the Travel Hub. An existing 107m long culvert taking a minor watercourse beneath the A428 will need to be extended by 9m to allow the route to pass over it – see Proposed Layout Drawing Sheets 7 and 18 of 18.
- 4.2.8. The route will then continue along St Neots Road for a distance of 1.8km making use of the existing highway network, passing the northern edge of the village of Hardwick – see Proposed Layout Drawing Sheet 8 of 18.
- 4.2.9. West of Long Road the route then bears south from St Neots Road, passing west and south of the Comberton plantation (also referred to as the Waterworks site). The route will use a signalised junction across Long Road – see Proposed Layout Drawing Sheet 9 of 18.
- 4.2.10. The route then continues east across farmland that takes it north of the main built settlement of Coton. The footpath between Coton and Madingley (Footpath 55/2) will be maintained across the route – see Proposed Layout Drawing Sheets 10, 11 and 12 of 18.
- 4.2.11. The route then crosses Cambridge Road at a new signalised junction before continuing through Coton Orchard – see Proposed Layout Drawing Sheet 13 of 18.
- 4.2.12. West of the M11 a new overbridge is proposed that will carry the route over the M11. At this point the route then crosses into the administrative area of Cambridge City Council . East of the proposed M11 overbridge, the route will enter West Cambridge University Campus, passing along Charles Babbage Road which is a private road. This area is the subject of an application for outline planning permission currently awaiting a decision (planning ref: 16/1134/OUT - TBC if this is decided before final Order is submitted– update) for up to 383,300m² of development relating to the university with the route passing through the application boundary – see Proposed Layout Drawing Sheet 14 of 18.
- 4.2.13. The route then bear south through a gap between existing campus buildings and enter West Fields, bearing east and south around the edge of Cambridge University Athletics Sportsground – see Proposed Layout Drawing Sheets 15 and 16 of 18.
- 4.2.14. The route then continues eastward along the Rifle Range Path, crossing Bin Brooke where a new bridge is proposed. The route passes north of the Cambridge Rugby Ground and south of properties on Herschel Road, before connecting to Grange Road, where the Project ends, but from where buses will continue along existing routes into Cambridge – see Proposed Layout Drawing Sheet 17 of 18.

4.3 SURROUNDING ENVIRONMENT

- 4.3.1. The environmental baseline for the Proposed Development is set out in Chapter 5 of the accompanying ES (document ref: C2C-10-10). This chapter sets out the land uses and communities along the route with a high level baseline for each environmental factor provided.
- 4.3.2. A more detailed environmental baseline for each environmental factor is then set out the Technical Reports in Volume 2 of the ES (document ref: C2C-10-11).
- 4.3.3. A summary of the land uses and environmental baseline along the route is set out below to inform the assessment of the Proposed Development in relation to planning policy.

LAND USES

- 4.3.4. A full description of the land uses and communities along the route of the Proposed Development is set out Sections 5.1 and 5.2 of Chapter 5 of the accompanying ES (document ref: C2C-10-10).
- 4.3.5. In summary the proposed route will run for approx. 13.6km between the town of Cambourne and Cambridge City centre along the A428/A1303 as described in Section 4.2 above. The route will pass through the following main urban areas;
- East of the town of Cambourne;
 - Bourn Airfield site – outline planning permission sought for 3500 dwellings (planning ref: S/3440/18/OL - currently awaiting a decision);
 - Hardwick;
 - Coton;
 - West Cambridge – a science and research park that is an important part of the University’s estate This area is the subject of an application for outline planning permission (planning ref: 16/1134/OUT) for up to 383,300m² currently awaiting a decision; and
 - Cambridge fringe - the largely residential and educational western edge of the city that extends west of Grange Road
- 4.3.6. The proposed route also passes several solitary or small groups of dwellings.
- 4.3.7. The areas between the above urban land uses are generally existing agricultural land with an area of existing highway utilised along St Neots Road (1.8km approx.).

AIR QUALITY

- 4.3.8. A full description of the Air Quality baseline is set out Sections 2 of Technical Report 2 of the accompanying ES (document ref: C2C-10-11). In summary the Application Site is located to the west of the Cambridge City Centre Air Quality Management Area (AQMA) where the proposed route ends at Grange Road.
- 4.3.9. Air quality within the study area is primarily influenced by emissions from road traffic. The areas located either side of the main road corridors (A428 and A1303) and roads within the Cambridge City AQMA are the worst affected areas with respect to poor air quality in the existing baseline.

ECOLOGY

- 4.3.10. A summary description of the ecology baseline is set out Section 5 of Technical Report 5 of the accompanying ES (document ref: C2C-10-11). This Technical Report also refers to information

prepared as part of the Habitats Regulations Assessment Appropriate Assessment that accompanies the Order application (document ref: C2C-11-00-Environmental Statement (Volume 2)).

- 4.3.11. The habitats and wildlife that occurs along the route have been characterised by desk research and a wide programme of surveys undertaken over the preceding years and months (see sections 5.1 to 5.17 of Technical Report 5 of the accompanying ES (document ref: C2C-10-11). A summary of the relevant habitats and wildlife along the proposed route is set out below.

Internationally Designated Sites

- 4.3.12. The only internationally designated site for bats located within 30km of the Application Site is Eversden and Wimpole Woods Special Area of Conservation (SAC), located approximately 6.5km to the south. This site is designated as a result of the presence of a summer maternity roost of Barbastelle Bats an Annex II species. Annex II species present as a qualifying feature for an SAC, but not a primary reason for site selection.

Nationally Designated Sites

- 4.3.13. Three statutory designated sites are located within 2km of the Application Site and are described below:
- Madingley Wood Site of Special Scientific Interest (SSSI) 0.3km to the north.
 - Caldecote Meadows SSSI 1.6km to the south.
 - Hardwick Wood SSSI 1.7km to the south.

Non-Statutory Designated Sites

- 4.3.14. There are eleven non-statutory designated sites within 1km of the Application Site boundary.

Habitat character

- 4.3.15. The great majority of open land required as part of the Proposed Development is arable agricultural land. This is considered to have occasional species of interest, such as skylarks during the summer and golden plover during the winter, but it is generally of low importance for wildlife.
- 4.3.16. Locations of greater interest include Coton Orchard between Cambridge Road in Coton and the M11, the scrubland and young woods on the east side of the M11 (designated a city wildlife site), and Bin Brook, which is crossed as the scheme enters the edge of Cambridge.
- 4.3.17. There are also several hedgerows crossed by the proposed route. These are in various states of condition, and each has been surveyed to determine its relative importance for nature conservation. The Coton path hedgerow crossed by the proposed route is designated a county wildlife site.
- 4.3.18. The route mostly avoids woodland or wooded areas. In areas where more notable trees could be affected by the scheme, arboriculture surveys have been undertaken to establish any risks and to provide guidance to protecting potentially affected trees or groups of trees. A copper beech and a pair of black pines in gardens that back onto the Rifle Range track west of Grange Road, are designated with Tree Preservation Orders (TPOs).
- 4.3.19. There are habitats that are not directly impinged, but which are located near the route, and which may harbour species that could be impacted directly or indirectly. The woodland that separates St Neots Road from the A428, and Comberton plantation just south of Madingley Mulch roundabout are two such locations, and the proposed route has been altered to avoid both of these.

- 4.3.20. Madingley Wood, north of the A1303 Madingley Road, is approximately 260m north of the proposed route. The site is designated as a SSSI and is a nationally important area recognised for its ancient woodland and various species of plants and animals. The wood is typical for this part of Cambridgeshire and is a remnant of a once common habitat, with other examples found at more distant locations, including Hardwick Wood about 2km south of the scheme, and the more distant still, Eversden Wood. The importance of these habitats for bats, including the rare barbastelle bat, is recognised, and an extensive programme of bat surveys has been a feature of the ecological assessment.

Wildlife

- 4.3.21. As well as habitat surveys, that have classified the land according to a given set of habitat types, surveys for bats, breeding and wintering birds, reptiles, aquatic fauna, and invertebrates have been undertaken. There have also been surveys of particular species, including badgers, otters, water voles and white clawed crayfish along Bin Brook, and of barn owls and great crested newts.
- 4.3.22. Badger and water vole have been identified within the survey areas, as well as a range of wintering and breeding bird species associated with the habitat types present with the local area. No great crested newts have been recorded within any of the water bodies surveyed.

HERITAGE

- 4.3.23. A summary description of the heritage baseline along the route of the Proposed Development is set out Section 5.6 of the accompanying ES (document ref: C2C-10-10). A full description of the baseline is set out Sections 4 of the Heritage Statement that accompanies the ES (document ref: C2C-10-11) with a summary provided below.

Archaeology

- 4.3.24. There is little evidence along the proposed route for activity before the Iron Age, though the Iron Age landscape itself would have been dotted with small-ditched farmsteads and associated field systems, and there is a high potential for Iron Age remains, particularly in the eastern half of the site.
- 4.3.25. Remains of Roman settlement are also likely, with previous investigations having identified Romano-British field systems and settlements at both the western and eastern ends of the scheme. A substantial Roman settlement is known to have existed either side of Long Road; this is likely to extend beyond the areas that were investigated and into the Application Site boundary. Two Roman roads are located within the heritage study area. Akeman Street is thought to have run from Cambridge to Arrington and is thought to have crossed through the eastern end of the site on an north–east to south–west alignment. Akeman Street was identified during archaeological investigations at Wilberforce Road 30m north of the site. The second Roman road is thought to have been a minor road on the same course as the modern A428. The postulated line of this road, running east to west, cuts through parts of the western side of the site. Previous archaeological investigations have also identified Romano-British field systems and settlements at both the western and eastern ends of the scheme. A substantial Roman settlement is known to have existed either side of Long Road; this is likely to extend beyond the areas that were investigated and into the LOD.
- 4.3.26. At the eastern end of the Application Site, at the edge of modern Cambridge, an early medieval site used, amongst other things, for funerary activity was identified 70m south-east of the scheme, and may extend up to and across the scheme. Otherwise, little is expected from this period of settlement.

- 4.3.27. In contrast, later medieval and post-medieval remains are far more likely to be found. There is extensive evidence from aerial photographs, geophysical survey and intrusive investigations across the site of former ridge and furrow field systems and former field boundaries, ditches and trackways.
- 4.3.28. Evidence of the former 19th century university rifle range may be present at the eastern end of the site. There is also a high likelihood of buried remains of the former World War II Bourn Airfield to have survived.

Built and surface heritage

- 4.3.29. The Application Site contains no nationally protected heritage assets, such as Scheduled Monuments, Listed Buildings or Registered Parks and Gardens.
- 4.3.30. The far eastern end of the proposed route extends into the West Cambridge Conservation Area. Within the study area this includes one Grade II* listed building (the University's Clare Hall, 25m east of the scheme) and 11 Grade II listed buildings, the closest of which is No.48 Grange Road, 20m to the east of the route.
- 4.3.31. The Application Site also lies along part of the northern boundary of the Coton Conservation Area. Twenty-two other listed structures lie within 250m of the route, including one Grade I (St Peter's Church, Coton) and two Grade II* listed buildings.
- 4.3.32. The American Military Cemetery at Madingley north of the scheme is a Grade I Registered Park and Garden that extends to within 240m of the Application Site; it includes a Grade II* listed memorial, 320m away.
- 4.3.33. Locally listed buildings located near the Application Site include entrances lodges to Childerley Hall (Gate House and Chapelgate), 50m from the route; and No's 5A&B Herschel Road, built in 1892 by Ernest Newton, 30m from the route.

LANDSCAPE

- 4.3.34. A summary description of the Landscape and Visual baseline along the route of the Proposed Development is set out Section 5.4 of the accompanying ES (document ref: C2C-10-10). A full description of the baseline is set out Section 2 of Technical Report 8 (Landscape and Visual) of the accompanying ES (document ref: C2C-10-11).
- 4.3.35. The proposed route runs across a landscape of mostly lowland farmland. The Greater Cambridge Landscape Character Assessment (February 2021)⁹, in categorising landscape character areas based on their broadly homogenous characteristics, describes the Bourn Tributaries Lowland Farmlands, which largely accommodates the Application Site footprint.
- 4.3.36. Important landscape features along the route of the proposed Development include:

⁹ https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-08/LandscapeCharacterAssessment_GCLP_210831_Part_A.pdf

- the A428 and A1303 follow a ridgeline which descends into Cambridge east of the American Military Cemetery. The land slopes away from the ridge to the fens in the North and the Bin Brook Valley to the south.
- Ancient woodland at Madingley Wood that is a designated SSSI;
- The proposed route passes through Coton Orchard;

4.3.37. The landscape character area is distinguished by its ‘gently undulating, intensively farmed arable landscape encompassing densely settled, wide, flat river valleys and their tributaries’. Its key characteristics are listed as:

- Low-lying, gently rolling topography crossed by river corridors and drained by small streams
- Open character and often extensive views;
- Productive, intensively farmed, predominantly arable landscape that has experienced significant modification during the 20th century, resulting in amalgamation of fields;
- Generally sparse woodland cover and fragmented network of hedge boundaries;
- Woodland and traditional orchards often define the edge of settlements;
- Scattered Medieval moated sites and stone churches are characteristic features; and
- A well settled landscape with a relatively dense rural settlement pattern comprising large and small villages and outlying farmsteads.

4.3.38. There are no national landscape designations such as Areas of Outstanding Natural Beauty close to the proposed route.

SOILS, GEOLOGY AND CONTAMINATION

4.3.39. A summary description of the baseline along the route of the Proposed Development is set out Section 5.4 of Chapter 5 of the accompanying ES (document ref: C2C-10-10). A full description of the baseline is set out Sections 2 of Technical Report 11 of the accompanying ES (document ref: C2C-10-11).

Agricultural Land Classification

4.3.40. Agricultural Land Classification maps (post 1988) show land between Cambourne and the Scotland Farm Travel Hub to be a mixture of Grade 2, 3a and 3b quality land. The better-quality Grade 2 areas are associated with slight topographic lows which align with drainage features in the area, and consequently the route only crosses short stretches these.

4.3.41. Land between Hardwick and the M11 is only covered by a pre-1988 dataset, which shows all land to be categorised as Grade 2, which could be overly conservative.

4.3.42. The Natural England dataset indicates the vast majority of the scheme to be on Grade 2 land, the exceptions being east of the M11 and around the village of Coton and Hardwick, where Grade 3 land prevails.

Geology

4.3.43. The bedrock geology along the route is substantially Lower Cretaceous Gault Clay with remnants of Lower Chalk outcropping through this where erosion and subsequent weathering has exposed it, particularly to the south-west of Cambridge.

Potential sources of contamination

4.3.44. Potential sources of contamination along the proposed route are set out in Section 2 of Technical Report 11 of the accompanying ES (document ref: C2C-10-11) and are summarised as follows:

Onsite

- Potential for impacted Made Ground from historical and current land uses from Bourn Airfield and associated ancillary buildings in the west of the Application Site;
- Potential for onsite active petrol filling station located north-east of Bourn Airfield;
- Electricity sub-stations located in the central area of the of the Application Site;
- The construction and operation of the British Antarctic Survey and University of Cambridge campus buildings and associated electricity substations located in the central western area of the Application Site;
- Construction of previous and current infrastructure (roads/highways)
- Fuel / oil spillages and airborne particulates migrating into the underlying ground with the current vehicle usage of the roads/highways; and
- Agricultural land including the application of pesticides and sewage sludge to the ground (agricultural land), and localised fuel / oil spillages from agricultural machinery.

Offsite within 500m

- Impacted Made Ground from adjacent previous and current infrastructure (roads/highways); Bourn Airfield and related works and ancillary buildings; and construction and operation of the British Antarctic Survey and University of Cambridge campus buildings;
- Potential for offsite active petrol filling station within 250m of the scheme to the north-east of Bourn Airfield;
- Electricity substation within 250m of the central part of the Application Site;
- Mineral extraction activities and potential for subsequent infilling with unknown material;
- Fuel / oil spillages and airborne particulates migrating into the underlying ground with the current vehicle usage of the roads/highways;
- Potentially contaminative industries within 500m of the Application Site; and
- Agricultural land including the application of pesticides and sewage sludge to the ground (agricultural land), and localised fuel / oil spillages from agricultural machinery.

WATER ENVIRONMENT

4.3.45. A summary description of the Water environment baseline along the route of the Proposed Development is set out Section 5.5 of Chapter 5 of the accompanying ES (document ref: C2C-10-10). A full description of the baseline is set out Section 2 of Technical Report 13 of the accompanying ES (document ref: C2C-10-11).

Surface Water Features

4.3.46. The route crosses the Bin Brook at the eastern of the proposed route which is classified as a main river by the Environment Agency. This is the only main river that the proposed route crosses.

4.3.47. There are numerous tributaries of the Bin Brook flowing predominantly in a north to south direction, which are mainly land drains following the borders of fields.

- 4.3.48. The Callow Brook is an ordinary watercourse and flows from south to north, starting just south of the A428 in the village of Hardwick. It is culverted under the A428 and St Neots Road and flows adjacent to Scotland Road.
- 4.3.49. An unnamed tributary, denoted as Unnamed Watercourse (A) in figure runs adjacent to the Callow Brook, west of Scotland Road. Like the Callow Brook it is most likely also culverted under the A428 and St Neots Road.

Flood Risk

- 4.3.50. A Flood Risk Assessment has been prepared to accompany the ES (document ref: C2C-10-01). In summary the majority of the Application Site crosses land of very low (Flood Zone 1) flood risk.
- 4.3.51. However, there is a small area in high (Flood Zone 3) flood risk, where the risk of flooding from Bin Brook, associated with the floodplain of the River Cam, is greater than 1 in 100 in any year.
- 4.3.52. There are pockets of land at high flood risk from surface water sources, typically associated with natural overland flow paths and local depressions in topography where surface water runoff can accumulate during or following heavy rainfall events.

4.4 RELEVANT PLANNING APPLICATIONS

- 4.4.1. The following planning applications along the proposed route are considered pertinent to the Project noting the interaction of the Proposed Development with these major development sites:
- Cambourne West - Within South Cambridgeshire, the Project will support the projected growth associated with Cambourne West, which has a resolution to grant permission for the erection of up to 2,350 dwellings, together with formal and informal open space, new community and retail facilities and new infrastructure under planning ref: S/2903/14/OL. Outline planning permission has already been granted for a bus link between Sterling Way Upper Cambourne and the Broadway (planning ref: S/3329/16/OL) in January 2023. A Reserved Matters application related to access, appearance, landscaping, layout and scale is currently awaiting decision (planning ref: S/4594/18/RM);
 - Bourn Airfield and Bourn Quarter - Between Broadway and St Neots Road the Project will pass through the former Bourn Airfield site, which has the potential to delivery approximately 3,500 new dwellings with outline planning permission applied for in 2018 (planning ref: S/3440/18/OL). This application is currently awaiting a decision;
 - West Cambridge - The West Cambridge Area of Major Change is subject to a current outline application on behalf of the University of Cambridge for 383,300m³ of employment comprising predominantly of academic floor space. Although this application is currently pending consideration, on the basis that it has an allocation in the adopted Local Plan, it will provide a major expanded employment facility that the Project will serve.
- 4.4.2. Appendix B attached to this statement sets out a more detailed assessment of relevant planning applications within a 2km study area from the proposed route. This includes their status at the time of the submission of the Order.

4.5 RELEVANT DEVELOPMENT PLAN ALLOCATIONS

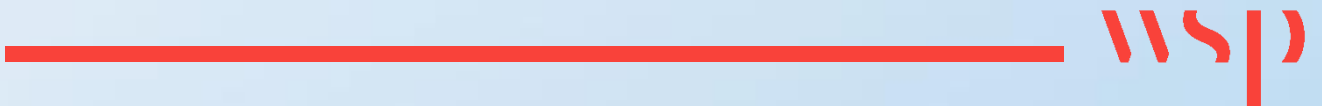
4.5.1. Table 4-1 sets out relevant development plan allocations along the route.

Table 4-1 – Planning Allocations

Reference	Site	Relevant Text
CAMBRIDGE LOCAL PLAN		
Policy 19: West Cambridge Area of Major Change (proposed route passes through the site)	West Cambridge - allocated site M13	The overall site (allocation reference M13), which covers 66.5 hectares, was the subject of an outline planning approval in 1999 that set out the density of development permitted. A masterplan was subsequently agreed with the University of Cambridge for the development of approximately 250,000 sq. m of space, which creates a strategic framework to guide future development of the site. It also includes guidelines for monitoring the progress of development
Allocated Site U3 (to the north of the proposed route at its eastern end)	Grange Farm off Wilberforce Road	120 student units
OUTH CAMBRIDGESHIRE ADOPTED LOCAL PLAN		
Policy SS/7: New Village at Bourn Airfield	Bourn Airfield, West of Cambourne	Land south of the A428 based on Bourn Airfield is allocated for the development of a new village of approximately 3,500 dwellings.

5

THE PROPOSED DEVELOPMENT



5 THE PROPOSED DEVELOPMENT

5.1 INTRODUCTION

- 5.1.1. This section provides a detailed description of the development¹⁰ for which deemed planning permission is being sought. The description of the Proposed Development is in line with that as set out in Chapter 5 of the ES (document ref: C2C-10-01), with further details of the access and design evolution of the Project provided in the accompanying Design and Access Statement (document ref: C2C-17-01).

5.2 DESCRIPTION OF THE DEVELOPMENT

- 5.2.1. Planning permission is sought as part of the Proposed Development for the following development in line with the works as set out in Schedule 1 of the draft Order:

'Development of a busway connecting Cambourne and Cambridge City that includes sections of segregated and unsegregated carriageway. The development will include public transport stops, operational lighting, bridges over the M11 motorway and Bin Brook and signalised junctions where the route interacts with existing roads. The development will include an emergency access and maintenance track that will run for the majority of the proposed route. A Travel Hub at Scotland Farm with capacity for up to 2,000 cars including bus pick up/drop off point, coach parking, waiting room and welfare facilities, recharging points for electric powered vehicles and secure cycle parking for 300 bicycles will form part of the development. The development will require amendments to existing highways and accesses, parking arrangements and the erection/reinstatement of boundary fencing. A number of temporary construction compounds are proposed along the route of the Proposed Development. Environmental mitigation including drainage features, earthworks and landscaping along with other ancillary works are also proposed.'

- 5.2.2. The Proposed Development and the Application Site are shown out in detail on the Planning Direction Drawings – proposed Layout (sheets 1-18) that accompany the draft Order. A list of the full set of is set out in Appendix C of this statement.

5.3 GENERAL DESIGN FEATURES

- 5.3.1. It is proposed that the Project in its operational phase will use single deck hybrid buses. The buses will be approx. 12m long, containing as a minimum, a Euro VI compliant engine, with an aspiration for electric vehicles. The busway profile of the Proposed Development set out below reflects the need of the operational phase.

¹⁰ As defined in Section 55 of the Town and Country Planning Act 1990

BUSWAY PROFILE

- 5.3.2. The profile will include a busway and an emergency access and maintenance track for the majority of the proposed route. The busway will in general include a 7.3m wide carriageway with the emergency access and maintenance track abutting the carriageway for the majority of the route.
- 5.3.3. The emergency access and maintenance track will be separated from the carriageway by a planted shallow drainage depression or verge. The separation between the two is generally 2.5 to 3m wide, though narrowing to 0.5m approximately 75m west of the proposed M11 overbridge, the desirable minimum separation for a 30mph speed limit proposed in this area of the route.
- 5.3.4. The busway may be kerb edged, but with drop kerbs provided at regular intervals to allow for discharge into a filter strip and then to a swale network. It should be noted however that the kerb guided system may be omitted once the sensor guidance system has been demonstrated as being feasible.
- 5.3.5. The busway will include dedicated sections where the bus traffic is segregated from the existing road network (off road) and also sections where the busses would use existing roads (on road).
- 5.3.6. The emergency access and maintenance track is proposed to abut the busway to allow for passengers to alight during an emergency and also to allow for future maintenance of the busway. The emergency access and maintenance track will also allow for pedestrians and cyclists uses. For on-road sections the existing facilities used by cyclists and pedestrians will be improved. The majority of the route will however segregate cyclists and pedestrians.

PUBLIC TRANSPORT STOPS

- 5.3.7. The Proposed Development will include Public Transport Stops where users can alight and board the buses. These will be situated at Cambourne, west of Bourn Airfield, east of Bourn Airfield, Hardwick, Coton and West Cambridge.
- 5.3.8. The Public Transport Stops will have bus shelters on raised platforms and will incorporate landscaping schemes for visual screening.
- 5.3.9. The final design of the public transport stops and the accompanying landscaping details will be determined at the detailed design stage and submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

WORKS TO HIGHWAYS AND CREATION OF JUNCTION

- 5.3.10. The Proposed Development will largely utilise a segregated busway. A section of St Neots Road will however be utilised with a realignment provided, with the section of the existing St Neots Road stopped up as part of the Order.
- 5.3.11. At the eastern side of the Bourn Airfield, development known as the Bourn Quarter, has already commenced with several large commercial buildings being occupied. The Bourn Quarter is currently accessed by a concrete track from St Neots Road, which will be severed by the Proposed Development. As a result of this anticipated severance the proposed works includes as an ancillary work a new Wellington Way to replace the existing track known as Wellington Way and to provide a suitable new access for the Bourn Quarter. The existing Wellington Way will required to be realigned including a new arm to allow for continued access to the mixed use industrial area at its western end.

- 5.3.12. The emergency access and maintenance track will primarily run to the south of the busway in its western section but the track will switch to the north side of the carriageway close to the existing Cambridge University Athletics Club.
- 5.3.13. The proposed route will interact with existing highways requiring widening of existing carriageways and the formation of:
- A proposed signalised junction with Broadway where the route crosses over from Cambourne to the Bourn Airfield site;
 - A proposed signalised junction with St Neots Road to the north-west of the existing roundabout at Highfield Road;
 - A proposed signalised junction on St Neots Road to the west of the existing Scotland Road roundabout;
 - Upgrades to the existing Scotland Road roundabout;
 - A revised priority junction between St Neots Road and Long Road;
 - A proposed signalised junction at Long Road;
 - A proposed signalised junction with Cambridge Road north of the village of Coton; and
 - A proposed signalised junction to Grange Road where the route ends.
- 5.3.14. The proposed junctions will be signalised, with priority for buses.
- 5.3.15. Access will be maintained to private properties along route notable along St Neots Road with proposed field accesses provided to allow agricultural users continued access to their land/tenancies.

ACCESS TO LAND AND CROSSING POINTS

- 5.3.16. Facilities to maintain access across the busway by Public Rights of Way (footpaths, bridleways etc) and private accesses have been included in the Application Boundary as below:
- An at grade crossing will be provided in relation to the proposed diversion of Footpath 55/2 north of the village of Coton;
 - The existing public right of way (Bridleway 39/30) that runs parallel to the M11 motorway will be diverted east and then west to run around the toe of the embankment forming the approach for the bridge over the M11 motorway;
 - There will be crossing points 75m east of the southern arm of the Scotland Road/St Neots Road roundabout, and between Millers Way and the blue bridge footbridge over the A428. These will provide access for pedestrians alighting from the Public Transport Stop at this location;
 - Two crossing points to maintain access to Coton Orchard are proposed to the east and west of Coton Orchard;
 - The existing public right of way (Footpath 39/31) that runs to the south of Cambridge University, parallel to Charles Babbage Road will be diverted to allow the busway to pass into the arable land to the south with a new bridge/culvert designed as part of the Cambridge University redevelopment (planning ref: 16/1134/OUT);
 - A further crossing point is proposed to maintain access to the arable land west of the Cambridge University athletics grounds; and
 - A further crossing point is proposed to maintain access to the University Rugby Ground practice pitch off the existing Rifle Range path (this will become the busway).
- 5.3.17. The final location and layout of the above will be determined at the detailed design stage and submitted to the relevant local planning authority for approval in line with the proposed planning

conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

DRAINAGE

- 5.3.18. A Surface Water Drainage Strategy for the Project has been produced by Stirling Maynard (document ref: TBC) in January 2023.
- 5.3.19. The Surface Water Drainage Strategy follows guidance that emphasises the use of sustainable techniques. In particular a drainage network utilising Sustainable Drainage Systems (SuDS) structures are proposed to:
- ensure that surface water drainage will be managed as close to its source as possible, and will maintain natural ground conditions;
 - provide at source pollution control;
 - limit discharge rates to open, 'greenfield' land to natural run-off rates; and
 - attenuate run-off up to the 'critical' rainfall event (when rainfall would cause the highest peak flows or levels at a particular location) and minimise flooding for events that exceed this.
- 5.3.20. The busway will be kerb edged, but with drop kerbs provided at regular intervals to allow for discharge into a filter strip and then to a swale network. It should be noted however that the kerb guided system may be omitted once the sensor guidance system has been demonstrated as being feasible.
- 5.3.21. Swales are also proposed as part of the development to store and carry runoff and remove pollutants.
- 5.3.22. The proposed swales will direct surface water runoff to existing ditches or local watercourses, or to detention ponds proposed (see Table 5-1 below). The detention ponds will discharge to local watercourses at restricted rates to help mitigate flooding. Each detention pond will include an edge buffer for landscaping and access. The swales and detention ponds will provide sufficient pollution mitigation to allow outfall of clean water to the local watercourse.

Table 5-1 C2C Scheme detention ponds

Detention pond	Size	Discharge point
1: Between Bourn Airfield and Childerley lodge	132m x 24m	Existing ditch adjacent to the route
2: Between Childerley Lodge and Hardwick	80m x 44m	Existing ditch south of the detention pond
3: East Hardwick	88m x 44m	Existing ditch to the southeast of the detention pond which flows south to Bin Brook
4: Between Long Road and Coton	72m x 44m	Existing ditch which flows into Bin Brook
5: Between Coton and the M11	80m x 44m	Existing ditch to the south of the detention pond
6: East of the M11 and up to Grange Road	80m x 36m	Bin Brook
7: East of the M11 and up to Grange Road	76m x 28m	Bin Brook
8: Scotland Farm Travel Hub	100m x 76m	Callow Brook

FENCING

- 5.3.23. Fencing will be required along sections of the route for reasons of safety, security and in relation to the reinstated of boundary fences
- 5.3.24. The final fencing alignment and type will be determined at the detailed design stage and submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

OPERATIONAL LIGHTING

- 5.3.25. The proposed operational lighting along the route will use Light Emitting Diode (LED) technology designed to minimise both vertical and horizontal light spillage. Lighting will only be installed in areas of high use, including junctions with highways, at bus stops, and at the travel hub.
- 5.3.26. The emergency and service access service track will have solar studs or similar lighting to provide wayfinding along sections through the countryside in order to maintain low lighting levels along the route, and so limit visual impact.
- 5.3.27. The final design will seek to ensure minimum levels of light needed to enable safe use, and will be designed in accordance with current standards and national guidance, in addition to ensuring compliance with relevant local planning authority standards and policy.
- 5.3.28. It is likely that lighting along the route will be dimmed during periods of low bus use during the operational phase.
- 5.3.29. The proposed level of operational lighting at the Travel Hub would be set at a minimum level during off-peak usage (22:00 - 05:30), according to standard requirements. Operational lighting at Public Transport Stops will only be active during operational hours.
- 5.3.30. The final layout and type of lighting along with light lux plans and the proposed hours of operation for lighting along the route will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

5.4 SPECIFIC DESIGN FEATURES

THE TRAVEL HUB

- 5.4.1. The Proposed Development includes the development of a Travel Hub at Scotland Farm to the north of the A428.
- 5.4.2. The Scotland Farm Travel Hub will provide space for approx. 2,000 cars and 300 bicycles, as well as coach parking. It will include recharging points for electric vehicles. It will have a central single storey building offering toilets and waiting rooms.
- 5.4.3. Landscaping at the Travel Hub will help to mediate good access and movement, as well as supporting biodiversity and offering aesthetic benefits.
- 5.4.4. The hard standing parking spaces will be interweaved with planted 'fingers' including trees and shrubs to soften the grid layout, while more peripheral planting will soften the geometry and help to screen views. Habitat creation and new amenity space will link with Callow Brook at the eastern edge of Travel Hub.

- 5.4.5. The Scotland Farm Travel Hub will include solar panels where practical, reducing the structures reliance on the national grid and will incorporate the use of LED lighting columns designed for public safety.
- 5.4.6. An indicative layout of the Travel Hub is shown on Proposed Layout Drawing Sheet 18 of 18. The final layout, access, hard and soft landscaping, detailed design of onsite structures and operational arrangements etc. will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

M11 OVERBRIDGE

- 5.4.7. The proposed route will cross the M11 approximately 200m south of Junction 13 - see Proposed Layout Drawing Sheet 14 of 18.
- 5.4.8. An overbridge with a 60m approx. clear span is proposed to carry the busway over the M11, with sufficient clearance to allow National Highways to widen the northbound slip lane at the same time. The overbridge will provide a 5.3m approx. headroom to the below M11 carriageway.
- 5.4.9. The overbridge will be approx. 15m wide to allow for the 7.3m carriageway, a 2.5m verge and 4.5m emergency and maintenance track along its southern side. A 1.8 high parapet is proposed.
- 5.4.10. Embankments will be created on either side of the M11 to carry the overbridge across the M11 with retaining walls constructed on either side of the motorway.
- 5.4.11. The proposed layout, elevations and sections for the overbridge are shown on drawing no. 70086660-WSP-SBR-XX-DR-BR-0003 and on Proposed Layout Drawing Sheet 14 of 18.
- 5.4.12. The final detailed design of including materials and finishes of the overbridge will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

BIN BROOK BRIDGE

- 5.4.13. The proposed route will cross Bin Brook just west of the existing Cambridge University Rugby practice pitch - see Proposed Layout Drawing Sheet 17 of 18.
- 5.4.14. A bridge with an 11m approx. span will carry the busway over the brook, with sufficient freeboard between the soffit of the bridge and the brook allowed for (30cm clearance).
- 5.4.15. The overbridge will be approx. 15m wide to allow for the 7.3m carriageway, a 2.5m verge and 4.5m emergency and maintenance track running adjacent to it. A 1.8 high parapet is proposed.
- 5.4.16. The proposed layout, elevations and sections for the overbridge are shown on drawing no. 70086660-WSP-SBR-XX-DR-BR-0004 and on Proposed Layout Drawing Sheet 17 of 18.
- 5.4.17. The final detailed design of including materials and finishes of the bridge will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

5.5 LANDSCAPING

5.5.1. The Landscape Vision for the Project is to:

‘Create a green corridor that will be a multi-functional asset within the existing landscape. Alongside functional new infrastructure, the corridor will be designed to maximise access and movement, biodiversity, a sense of place, local character, sustainable water resources and enhanced health and well-being’.

5.5.2. The Proposed Development includes significant areas of new or enhanced landscaping along the route including:

- Along the A428 corridor;
- Within and to the east of the Scotland Farm Travel Hub (Callow Brook Amenity Space);
- South of Madingley Wood to the north and south of the proposed route;
- Coton Orchard;
- To the west of the M11 overbridge;
- To the west of the University Sport Grounds; and
- The Rifle Range Path and Bin Brook area.

5.5.3. The development of these areas of new or enhanced landscaping was guided by the Landscape Vision and the following objectives:

- Designing with future trends in mind - careful consideration to existing attenuation features such as brooks and natural flood plains;
- Increase biodiversity and ecological features - Proposed swales and wetlands can be planted or sown with wetland species, which can range from grasses to wetland forbs to trees such as alder and willow – all of which, through evapotranspiration, further reduce runoff rates. Wetlands also create a rich biodiverse habitat for a wide range of species; and
- Improved Health and Well-being - . By providing high-quality access for walking, cycling and public transport, the scheme is helping to connect existing and new communities in a sustainable way. In addition, such new links enables local communities to more easily connect and enjoy the surrounding countryside, it is therefore important that pathways and junction points are welcoming to encourage use. The scheme will connect to several existing routes and links. A legible and accessible walking and cycling network can increase recreational activities, and promote general health and well-being

5.5.4. A more detail description of the development of the approach to landscaping along the route is provided in Section 3 of the accompanying Design and Access Statement (document ref: C2C-17-01).

5.5.5. Indicative landscaping plans have been submitted as part of the Planning Direction drawings. The indicative landscape plans show at an outline level the proposed approach to both hard and soft landscaping along the route.

5.5.6. Future detailed landscaping plans including details of planting types and management plans will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01). These will need to accord with the Indicative landscaping plans as submitted with the draft Order.

5.6 ECOLOGICAL MITIGATION

BAT 'HOP-OVERS'

- 5.6.1. The Proposed Development passes perpendicularly through several areas which have been identified as commuting lanes for bats. At these areas it is envisaged that a bats advancing commuting path may be disturbed, either horizontally or vertically. As a result a collision risk is posed as a result of their unchanged flight heights with buses passing through the bats flight paths at speed.
- 5.6.2. To negate this mitigation called “bat ‘hop-overs’” are proposed. These will encourage bats up, over and out of the path of oncoming buses. Where the Proposed Development’s route meets bat commuting lanes, higher flight paths will be encouraged by tall mature standard trees to encourage passage over the route. Planting scrub species on the raised levels, such as blackthorn will also encourage a denser vegetation that bats will have to fly over, rather than through.
- 5.6.3. The Proposed Development includes a number of bat ‘hop-overs’ at hedges at:
- Long Road junction;
 - The ditch line south of Madingley Woods and Woodfield House;
 - South of the American Cemetery/Coton Court; and
 - South of Madingley Windmill, north of Coton Primary School.

BADGER/WILDLIFE UNDERPASSES

- 5.6.4. Mammal culverts will be located along sections of the Proposed Development which traverses Coton Orchard. The mammal culverts will be accompanied by badger fencing to direct badgers towards the culverts.

HABITAT RECREATION

- 5.6.5. To contribute to use of the Proposed Development as a Green Corridor a number of green habitat areas are being proposed. One of these is the Callow Brook amenity area to the east of the Scotland Farm Travel Hub. The new green space along Callow Brook will offer improved links, a new amenity space and extensive habitat creation. Accessed from the ‘Blue Bridge’ or from the Scotland Farm Travel Hub the new space connects to the existing PRow between Hardwick and Dry Drayton. The space will also offer an extended walking route around a new pond with potential informal dwelling points along it. The space will also create new biodiverse habitat with the introduction of areas of deep water within the pond, water-side planting as well as enhanced riparian planting along Callow Brook.
- 5.6.6. Another green area is proposed to the west of the University Sports Ground. The area will become new amenity space for local use, close to residential areas and university grounds. New pathways, seating and amenity grass-land planting as well as planted water features are proposed. Permanent wet areas are proposed within the new detention ponds, extending the habitat further west.

5.7 SUSTAINABLE DESIGN

LIMITING EMISSIONS AND ENERGY USAGE

- 5.7.1. The Project proposes the use hybrid electric vehicles, with the aim of providing a reliable public transport route whilst limiting noise and air pollution.
- 5.7.2. The hybrid approach involves the use of electricity to power the buses within the town of Cambourne and the city of Cambridge. Upon leaving these areas the buses will transfer to the use of alternative fuels.
- 5.7.3. It is proposed that the Scotland Farm Travel Hub may include solar panels where practical, reducing the structures reliance on the national grid and will incorporate the use of LED lighting columns designed for public safety. The final detailed design of including materials and finishes of the solar panels will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

DESIGN RESILIENCE

- 5.7.4. During the Project's 60-year appraisal period (the anticipated lifetime of the Project) and 100-year lifespan for the bridges, changes in climate are likely to be experienced.
- 5.7.5. The Project has been assessed in terms of its Climate Resilience as set out in Technical Report 3 included with the ES (document ref: C2C-10-01). The Project has embed design mitigation that will be secured through the draft planning conditions submitted with the Request for Deemed Planning Permission (document ref: C2C-14-01):
- Attenuation will be provided within swales which will be designed to ensure a 100mm freeboard is maintained
 - Attenuation basins area proposed at St Neots Road, to the west of the proposed St Neots Road junction, east of long road, north of Coton and east of the M11;
 - The Proposed Development is located above the 1 in 100 year plus 19% climate change flood level. The Flood Risk Assessment that accompanies Technical Report 13 (Water) of the accompanying ES (C2C-10-01) includes allowances for climate change;
 - Minor watercourse crossing have been designed to the 1 in 1000 year event (0.1% AEP) which accounts for flows greater than the 1 in 100 year plus 40% for climate change allowance; and
 - The final landscaping design will seek to maximise self-sustaining habitats such as woodland or grassland and limiting where possible trees that are being proposed on bunding/slopes to avoid any subsidence or dry outs.

COMMITMENT TO BIODIVERSITY

- 5.7.6. The Project has committed to delivering a minimum of 10% Biodiversity Net Gain (BNG), with the aim of achieving 20%. To reduce the effect on the natural environment, the route has been adjusted to avoid trees and other vegetation where possible.
- 5.7.7. Opportunities to increase biodiversity along the route have been considered and reported as part of the Biodiversity Net Gain Assessment (document ref: C2C-XX-XX – document and final locations incomplete March 2023 – further engagement with landowners required). Opportunities include increasing hedgerow and woodland connectivity through additional planting to link existing or

proposed open spaces, hedgerows and ecological corridors. Where possible the Project will seek to incorporate the planting of native mixed species.

- 5.7.8. Any swales included within the Drainage Strategy for the Proposed Development will provide the opportunity for planting or sowing with wetland species. This will provide the added benefit of reduced run off rates through evapotranspiration.

5.8 INTERACTIONS WITH MAJOR DEVELOPMENT SITES

- 5.8.1. Appendix B attached to this statement sets out a more detailed assessment of relevant planning applications within a 2km study area from the proposed route.

- 5.8.2. The Proposed Development will interact with a number of major development sites that are the subject of ongoing engagement with the relevant developers in terms of ensuring the evolving designs pay due cognisance to each other.

- 5.8.3. These areas are subject to further design development with no planning permission sought for development within these areas. These areas are shown on the Proposed Layout Drawing drawings submitted with the request for planning permission with a diagonal grey hatching (see Proposed Layout Drawing Sheet numbers 2, 3, 14, 15 and 16) and are described below.

Cambourne West Broadway Buslink - Proposed Layout Drawing Sheet number 2

- 5.8.4. The Project whilst located further to the east of the Cambourne West development, will interact and serve development and its residents.
- 5.8.5. The Cambourne West development has a resolution to grant permission for the erection of up to 2,350 dwellings, together with formal and informal open space, new community and retail facilities and new infrastructure under planning ref: S/2903/14/OL.
- 5.8.6. Outline planning permission has already been granted for a bus link between Sterling Way Upper Cambourne and the Broadway (planning ref: S/3329/16/OL) in January 2023 – awaiting decision on Reserved Matters application under planning ref: S/4594/18/RM. The design of this bus link is being undertaken and promoted by Taylor Wimpey Ltd. It is proposed that the Proposed Development will link with the bus link to be created via planning ref: S/3329/16/OL.
- 5.8.7. The land between these two roads therefore benefits from outline planning permission for a proposed busway link and is subject to a S106 Town and Country Planning Act 1990 agreement dated 29 December 2017 requiring the land to become a new route for buses serving Cambourne.
- 5.8.8. On this basis powers of freehold acquisition of the area land are not included for within the Order and deemed planning permission is not required to be sought as planning permission already exists. The Applicant can call on the land becoming available to it.

Bourn Airfield and Bourn Quarter - Proposed Layout Drawing Sheet numbers 2 and 3

- 5.8.9. Between Broadway and St Neots Road the Project will pass through the former Bourn Airfield site, which has the potential to delivery approximately 3,500 new dwellings with outline planning permission applied for in 2018 (planning ref: S/3440/18/OL) – awaiting decision.
- 5.8.10. The parameter plans submitted with planning ref: S/3440/18/OL includes a route for ‘ Segregated High Quality Public Transport’ through the site. This aligns with the route for same as shown in the Bourn Airfield New Village A Spatial Framework & Infrastructure Delivery Plan Supplementary Planning Document (October 2019).

- 5.8.11. The Proposed Development provides this public transport route through the Bourn Airfield development with Public Transport Stops located to the east and west of it.
- 5.8.12. The developer (Countryside Properties (UK) Ltd) and the Applicant are discussing terms for the integration of the Proposed Development within the wider development of the Bourn Airfield site and the route has been selected to, so much as is possible, minimise the impact on the developable area of the site. Ongoing engagement between the design teams for each development is being undertaken to ensure the future design of each benefit each other and do not preclude future development in the area.

West Cambridge - Proposed Layout Drawing Sheet numbers 14, 15 and 16

- 5.8.13. The West Cambridge Area of Major Change is subject to a current outline application (planning ref: 16/1134/OUT) on behalf of the University of Cambridge for 383,300m³ of employment comprising predominantly of academic floor space. Although this application is currently pending consideration, on the basis that it has an allocation in the adopted Local Plan, it will provide a major expanded employment facility that the Project will serve.
- 5.8.14. The existing Charles Babbage Road forms a route that can be utilised by buses operating as part of the Project and the Campus is an anticipated major destination for passenger journeys using the public transport route once in operation.
- 5.8.15. The Applicant and the University of Cambridge are continuing to liaise on an appropriate agreement for the required rights to run over Charles Babbage Road and the wider University Campus network, as well as for the construction of the proposed works in this area.

5.9 CONSTRUCTION DETAILS

PROGRAMME

- 5.9.1. Construction is anticipated to be undertaken over a period of 24 months from 2025 to 2027.

CONSTRUCTION COMPOUNDS

- 5.9.2. Construction will require the use of 16 worksites, including one main compound at the proposed Scotland Farm Travel Hub, five secondary compounds and ten local works compounds to support construction of particular elements.
- 5.9.3. The main compound will provide strategic support to secondary and local worksites. It will have space for storage and lay down of materials along with parking and maintenance facilities for plant and machinery. This will reduce storage requirements at satellite compounds.
- 5.9.4. The main compound will also include the main welfare facilities for staff, which will provide training and induction facilities, a canteen, toilet, clothes storage and drying room facilities together with temporary worker's accommodation.
- 5.9.5. The smaller secondary compounds will provide office accommodation for limited numbers of engineering and delivery staff, and local storage for plant and materials, as well as limited welfare facilities and car parking.
- 5.9.6. General material and bulk material deliveries will be required daily, delivered to the main compound by Heavy Goods Vehicle (HGV) and distributed from there.

- 5.9.7. A set of Construction Compound Plans has been submitted for information with the Request for Deemed Planning Permission (document ref: C2C-14-01) showing the locations of the construction worksites and site access points.

PLANT AND EQUIPMENT

- 5.9.8. Construction plant will typically include excavators, dumpers, mobile cranes, bulldozers, compactors, bowsers and graders. The types and numbers of plant will vary between each phase of works.

CONSTRUCTION TRAFFIC AND ACCESS

- 5.9.9. The delivery of plant to each phase of the construction strategy will be managed by the principal contractor. Once plant has been established at each site, there will be between XX and YY movements (inbound and outbound) vehicles per day.

- 5.9.10. The main traffic routes for deliveries will be:

- west, along the A428, and then south to the side road crossings and along the haul road along the route of the busway
- east, from within the business park and Charles Babbage Road and minimising access on Grange Road, this will only be used to construct the tie-in works
- for the M11 area works from the site haul road or access from the M11

- 5.9.11. No construction traffic will use Cambridge Road south of the proposed busway southern fence line, or through the main built settlement of Coton.

ROAD CLOSURES

- 5.9.12. Temporary and permanent road realignments associated with the works will be necessary. These are advanced works and are subject to further interface development and discussion with the local highway authority.

- 5.9.13. Some traffic delays would be experienced during the work to tie in the approach roads to the existing network. Access to site will be arranged to accommodate the scale of vehicles that will use them. Safe pedestrian access will be ensured through segregated routes.

MATERIALS AND WASTE

- 5.9.14. The construction of the Project will require materials to be moved to, from and within the Application Site. The Project will seek to achieve a target of around one third (31%) recycled aggregate content to minimise the need to import or export materials, and to balance cut and fill as far as possible. This helps to contain potential impacts from construction traffic and at offsite minerals or waste disposal sites.

- 5.9.15. The Project will look to reduce the use of virgin material and aggregates through reducing material requirements in the design itself, using site-won or recycled materials, and through the use of materials with a high proportion of recycled content.

- 5.9.16. To inform a low carbon design, embodied carbon emissions of the material resource required for the Project will be calculated as the project progresses, subsequently aiding in the reduction of material requirements.

- 5.9.17. The Project will seek to maximise reuse and recycling of extracted materials through the application of the waste hierarchy. Excavated soils and green waste can be reused on site for landscaping, and inert materials can be recycled by crushing, blending and subsequently reusing as aggregate.
- 5.9.18. In some cases, materials may not be suitable for reuse. Opportunities to re-use or recycle these materials will be sought on other nearby schemes, where possible or in other uses with clear benefits to the environment.
- 5.9.19. Materials that can't be reused or are classified as contaminated or potentially hazardous will be taken to recycling and disposal facilities with the appropriate permit to ensure environmental risks are reduced. These facilities should be identified as close to the works as possible to minimise transportation needs, thereby reducing greenhouse gas emissions resulting from transportation.
- 5.9.20. A Site Waste Management Plan (SWMP) will be provided by the principal contractor. The SWMP will consider the sourcing, transport and use, and disposal of waste and material resources, in a sustainable manner. In addition, unavoidable construction waste will be managed in accordance with the waste hierarchy and other relevant legislative requirements.
- 5.9.21. The SWMP will be submitted to the relevant local planning authority for approval as part of the discharge of planning conditions.

CONSTRUCTION WORKING HOURS

- 5.9.22. The construction activities are planned to take place between 08:00 and 18:00 Monday to Friday, and 08:00 and 13:00 on Saturday, with no working on Sundays or bank holidays. Occasional out of hours working, where required, will be agreed in advance with the local authority, and with anyone affected by it to be notified in advance.
- 5.9.23. Any exceptions to the specified working hours will need to be agreed with the local planning authority in line with the process as set out in the draft Code of Construction Practice (CoCP) (document ref: C2C-26-01) that accompanies the draft Order.
- 5.9.24. Typically, site deliveries via HGV will be limited to normal working hours. Large and exceptional concreting operations may require concrete to be delivered outside of normal hours; these will tend to occur over specific short durations within the construction programme.

CODE OF CONSTRUCTION PRACTICE

- 5.9.25. Construction work can be one of the chief causes of environmental impact. To minimise this risk, a draft CoCP (document ref: C2C-26-01) has been developed for the project which sets out a range of measures and principles which contractors are required to abide with in undertaking their work. These build on more general measures that are used under the Considerate Constructors Scheme Code of Practice to ensure that:
- work sites are well managed and looking professional;
 - local communities and those affected by the work are respected;
 - the environment is protected;
 - everyone is kept safe; and
 - the work force is mutually respectful
- 5.9.26. The draft CoCP sets out a series of proposed measures and standards of work, which will be applied by the Principal Contractor throughout the construction period to:

- Provide effective planning, management and control during construction to control potential adverse impacts and effect on people, businesses and natural and heritage assets; and
- Provide the mechanisms to engage with the local community and their representatives throughout the construction period.

5.9.27. Based on the draft CoCP, the principal contractor will be required to prepare a more detailed Local Environmental Management Plan (LEMP) that will be submitted to the relevant local planning authority for approval as part of the discharge of planning conditions

5.9.28. Building on the CoCP, the LEMP will reflect the contractor's more detailed design, workplan and assumptions, and will provide the basis for detailed engagement with the relevant local planning authority.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.9.29. Monitoring of freight traffic and construction workforce movements during the construction phase of will be monitored through a Construction Traffic Management Plan. A Construction Travel Plan will also be prepared to manage and also monitor construction workforce movement to and from the construction sites .

6

PLANNING POLICY FRAMEWORK



6 PLANNING POLICY FRAMEWORK

6.1 INTRODUCTION

6.1.1. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with the statutory development plan unless 'material considerations' indicate otherwise.

6.1.2. This section provides an overview of the national and local planning policies relevant to the determination of this application as follows:

STATUTORY DEVELOPMENT PLAN

6.1.3. The statutory development plan for the Proposed Development comprises:

- The National Planning Policy Framework 2021;
- South Cambridgeshire Local Plan (September 2018);
- Cambridge Local Plan (October 2018); and
- Cambridgeshire and Peterborough Minerals and Waste Local Plan (adopted July 2021)

THE EMERGING LOCAL PLAN

6.1.4. Cambridge City Council and South Cambridgeshire District Council are working together to create a joint Local Plan for their two respective administrative areas referred to as the Greater Cambridge Local Plan. The councils are currently exploring the issues raised to the 'First Proposals' consulted on in November 2021. The South Cambridgeshire Local Plan (September 2018) and Cambridge Local Plan (October 2018) will be superseded by Greater Cambridge Local Plan once it is finalised and adopted. Submission to the Secretary of State for independent examination is currently programmed for Summer/Autumn 2025 with adoption subject to progress of the independent examination.

OTHER RELEVANT POLICY, STRATEGIES AND GUIDANCE

6.1.5. Other relevant policy such as Transport Plans and guidance relevant to specific material considerations are then set out.

6.1.6. An analysis of the key policies relevant to the Proposed Developments is set out below. The Proposed Developments compliance with these is provided in Section 7.

6.2 NATIONAL PLANNING POLICY AND GUIDANCE

6.2.1. The below section sets out both the government's planning policies for England and the guidance on how these are expected to be applied.

THE NATIONAL PLANNING POLICY FRAMEWORK 2021

6.2.2. The National Planning Policy Framework (NPPF) published in July 2021 sets out the Government's planning policies for England and how these should be applied in decisions for new development proposals.

6.2.3. At the heart of the NPPF 2021 is a presumption in favour of sustainable development. The presumption highlights that proposals which accord with an up to date development plan should be approved without delay unless material considerations indicate otherwise.

- 6.2.4. The objective of sustainable development can be summarised as ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (Paragraph 7 of the NPPF 2021).
- 6.2.5. Paragraph 8 of the NPPF 2021 goes onto state that ‘*Achieving sustainable development means that the planning system has 3 overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)*’: The three overarching objectives are as follows:
- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure
 - a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
 - an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 6.2.6. For decision-taking (Para 11 of Chapter 2 of the NPPF 2021) this means:
- I approving development proposals that accord with an up-to-date development plan without delay; or
 - (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - (i) *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - (ii) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 6.2.7. The following sections of the NPPF 2021 are of specific relevance to the determination of this application:
- Section 2 Achieving sustainable development;
 - Section 4 Decision-making;
 - Section 5 Delivering a sufficient supply of homes;
 - Section 6 Building a strong, competitive economy;
 - Section 8 Promoting healthy and safe communities;
 - Section 9 Promoting sustainable transport;
 - Section 11 Making effective use of land;
 - Section 12 Achieving well-designed places;
 - Section 13 Protecting Green Belt land;
 - Section 14 Meeting the challenge of climate change, flooding and coastal change;
 - Section 15 Conserving and enhancing the natural environment; and
 - Section 16 Conserving and enhancing the historic environment.

NATIONAL PLANNING PRACTICE GUIDANCE

- 6.2.8. The National Planning Practice Guidance (NPPG) supports the above NPPF 2021 and provides further guidance in relation to policies considered relevant to the Project:

Open Space

- 6.2.9. Paragraph: 001 Reference ID: 37-001-20140306 of the NPPG states that:

‘Open space should be taken into account in planning for new development and considering proposals that may affect existing open space. Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development’.

Air Quality

- 6.2.10. Paragraph: 001 Reference ID: 32-001-20191101 of the NPPG states that:

“The 2008 Ambient Air Quality Directive sets legally binding limits for concentrations in outdoor air of major air pollutants that affect public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2).

The UK also has national emission reduction commitments for overall UK emissions of 5 damaging air pollutants:

- fine particulate matter (PM2.5)*
- ammonia (NH3)*
- nitrogen oxides (NOx)*
- sulphur dioxide (SO2)*
- non-methane volatile organic compounds (NMVOCs)*

- 6.2.11. *As well as having direct effects on public health, habitats and biodiversity, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. Odour and dust can also be a planning concern, for example, because of the effect on local amenity.*

Climate Change

- 6.2.12. Paragraph: 001 Reference ID: 6-001-20140306 of the NPPG states:

“In addition to supporting the delivery of appropriately sited green energy, effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development.

- 6.2.13. *Addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking.*

Green Belt

6.2.14. Paragraph: 001 Reference ID: 64-001-20190722 of the NPPG states:

“Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment.

These include, but are not limited to:

- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
- *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*
- *the degree of activity likely to be generated, such as traffic generation.”*

Noise

6.2.15. Paragraph: 001 Reference ID: 30-001-20190722 of the NPPG states:

“Noise needs to be considered when development may create additional noise, or would be sensitive to the prevailing acoustic environment (including any anticipated changes to that environment from activities that are permitted but not yet commenced). When preparing plans, or taking decisions about new development, there may also be opportunities to make improvements to the acoustic environment. Good acoustic design needs to be considered early in the planning process to ensure that the most appropriate and cost-effective solutions are identified from the outset.”

Natural environment

6.2.16. Paragraph: 004 Reference ID: 8-004-20190721 of the NPPG states:

“Green infrastructure can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and ‘blue infrastructure’ such as streams, ponds, canals and other water bodies. References to green infrastructure in this guidance also apply to different types of blue infrastructure where appropriate.”

6.2.17. Paragraph: 005 Reference ID: 8-005-20190721 of the NPPG states:

“Green infrastructure is a natural capital asset that provides multiple benefits, at a range of scales. For communities, these benefits can include enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk. These benefits are also known as ecosystem services.”

6.2.18. Paragraph: 006 Reference ID: 8-006-20190721 of the NPPG states:

“Green infrastructure can help in:

Building a strong, competitive economy

Green infrastructure can drive economic growth and regeneration, helping to create high quality environments which are attractive to businesses and investors.

Achieving well-designed places

The built environment can be enhanced by features such as green roofs, street trees, proximity to woodland, public gardens and recreational and open spaces. More broadly, green infrastructure exists within a wider landscape context and can reinforce and enhance local landscape character, contributing to a sense of place and natural beauty.

Promoting healthy and safe communities

Green infrastructure can improve the wellbeing of a neighbourhood with opportunities for recreation, exercise, social interaction, experiencing and caring for nature, community food-growing and gardening, all of which can bring mental and physical health benefits. Outdoor Recreation Value (ORVal) is a useful online tool that can be used to quantify the recreational values provided by greenspace. Green infrastructure can help to reduce health inequalities in areas of socio-economic deprivation and meet the needs of families and an ageing population. It can also help to reduce air pollution and noise.

Mitigating climate change, flooding and coastal change

Green infrastructure can contribute to carbon storage, cooling and shading, opportunities for species migration to more suitable habitats and the protection of water quality and other natural resources. It can also be an integral part of multifunctional sustainable drainage and natural flood risk management.

Conserving and enhancing the natural environment

High-quality networks of multifunctional green infrastructure contribute a range of benefits, including ecological connectivity, facilitating biodiversity net gain and nature recovery networks and opportunities for communities to undertake conservation work.”

Design: process and tools

6.2.19. Paragraph: 001 Reference ID: 26-001-20191001 of the NPPG states:

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage. This guidance explains the processes and tools that can be used through the planning system and how to engage local communities effectively.

To be read alongside this guidance, the National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.

As set out in paragraph 134 of the National Planning Policy Framework, development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and

supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

6.3 LOCAL PLANNING POLICY

6.3.1. As noted the Application Site is located across two administrative areas – South Cambridgeshire District Council and Cambridge City Council. For the purpose of this application the relevant local plans are as follows:

- South Cambridgeshire Local Plan (September 2018);
- Cambridge Local Plan (October 2018); and
- Cambridgeshire and Peterborough Minerals and Waste Local Plan (adopted July 2021)

6.3.2. A full list and the full text of the relevant planning policies are set out in Appendix D of this statement with each summarised below.

SOUTH CAMBRIDGESHIRE LOCAL PLAN (SEPTEMBER 2018)

6.3.3. The following policies in the South Cambridgeshire Local Plan are considered relevant to the Proposed Development:

- Policy S/2: Objectives of the Local Plan - The policy indicates that the vision of the Local Plan will be achieved by maximising the potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.
- Policy S/3 Presumption in Favour of Sustainable Development - The policy details that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. This means that proposals that accord with the Local Plan can be approved wherever possible unless material considerations indicate otherwise.
- Policy S/4 Cambridge Green Belt - The detailed boundaries of the Green Belt in South Cambridgeshire are defined on the Policies Map. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework.
- Policy S/6: The Development Strategy to 2031 - The policy identifies that a new village at Bourn Airfield for 3,500 homes and a major expansion of Cambourne of 1,200 homes are proposed as part of 3 strategic scale allocations to meet the majority of additional development needs to 2031.
- Policy SS/7 New Village at Bourn Airfield - The policy commits to the development of 3,500 dwellings at Bourn Airfield that must include significant improvements in Public Transport, specifically a bus link from Cambourne, through Bourn Airfield and into Cambridge - Part 9 (a) (i-iii) of the policy describes the proposed segregated bus route. C2C generally adheres to the description of the segregated bus route.
- Policy SS/8 Cambourne West - The policy commits to the development of 1,200 dwellings at Cambourne West by 2031, subject to addressing the travel demands that will be generated by co-ordinating with other development on the A428 corridor, which includes Bourn Airfield. Part

12 (a and b) of the policy indicates that a connection to a segregated bus link between Cambourne and Cambridge is required as part of the transport strategy for Cambourne West. Paragraph 3.61 of the policy's supporting text makes this clear by stating that a fundamental requirement for the site is access by public transport; that high quality bus provision provides quick journeys, greater patronage, and improved safety; and that extensive transport infrastructure provision will be required to mitigate transport impacts at Cambourne West and Bourn Airfield.

- Policy CC/1 Mitigation and Adaptation to Climate Change - The policy details that applicants must submit a Sustainability Statement to demonstrate how the principles of climate change mitigation and adaptation have been embedded into the development proposal.
- Policy CC/6 Construction Methods - The policy details that development must minimise waste, avoid routing construction traffic through villages and minimise impacts on neighbouring occupiers during the construction phase.
- Policy CC/7 Water Quality - The policy indicates that development must not harm water quality and that opportunities should be explored to improve water quality.
- Policy CC/8 Sustainable Drainage Systems - The policy indicates that development must incorporate Sustainable Drainage Systems (SuDS) appropriate to the nature of the site.
- Policy CC/9 Managing Flood Risk - The policy details that development will be permitted where suitable flood protection / mitigation measures are incorporated as appropriate to the level and nature of flood risk.
- Policy HQ/1 Design Principles - The policy indicates that all development must be of high quality design and meet a range of design criteria appropriate to the scale and nature of the development.
- Policy NH/2 Protecting and Enhancing Landscape Character - The policy details that development should respect and retain or enhance the local character and distinctiveness of the local landscape.
- Policy NH/3 Protecting Agricultural Land - The policy details that permission will not be granted for development leading to the irreversible loss of Grades 1, 2 or 3a agricultural land unless land is allocated for development and sustainability considerations and the need for development override the need to protect the agricultural value of the land.
- Policy NH/4 Biodiversity - The policy details that development must aim to maintain, enhance, restore or add value to biodiversity and that opportunities to achieve positive gain should be taken.
- Policy NH/5 Sites of Biodiversity or Geological Importance - The policy indicates that development likely to have an adverse effect on land within or adjoining a Site of Biodiversity or Geological Importance will not normally be permitted unless the benefits clearly outweigh adverse impacts.
- Policy NH/6 Green Infrastructure - The policy indicates that proposals causing loss or harm to the Council's Green Infrastructure will not be permitted unless the need for and benefits substantially outweigh any adverse impacts. The policy also encourages the reinforcement and creation of green infrastructure.
- Policy NH/7 Ancient Woodlands and Veteran Trees - The policy details that permission will be refused for development resulting in the loss or deterioration of ancient woodland or veteran trees unless the need for and benefits of development clearly outweigh the loss.
- Policy NH/8 Mitigating the Impact of Development In and Adjoining the Green Belt - The policy details that development in the Green Belt must be located so they do not have an adverse

effect on its rural character and openness and that development on the edges of settlements surrounded by Green Belt must include high quality landscaping and design measures.

- Policy NH/14 Heritage Assets - The policy details that proposals will be supported when they sustain and enhance the character and distinctiveness of the historic environment and heritage assets including their setting.
- Policy SC/9 Lighting Proposals - The policy indicates that external lighting will be permitted where the levels are the minimum required, that light spillage and glare are minimised and that there is no unacceptable adverse impact on the amenity of neighbouring properties or surrounding countryside.
- Policy SC/10 Noise Pollution - The policy details that noise from transport use does not cause any significant increase in the background noise level at nearby existing noise sensitive premises.
- Policy SC/11 Contaminated Land - The policy requires schemes to assess the extent of contamination and any risks where development is located on contaminated land.
- Policy SC/12 Air Quality - The policy details that proposals must not have an unacceptable impact on air quality standards or air quality in an Air Quality Management Area (AQMA).
- Policy TI/2 Planning for Sustainable Travel - The policy gives a clear direction that planning consent will only be granted for sites likely to increase travel demand provided that the site has, or will be getting, sustainable transport links.
- Policy TI/3: Parking Provision - The policy details that car parking provision should be provided in accordance with a design led approach and taking into consideration site location and other transport criteria.

CAMBRIDGE LOCAL PLAN (OCTOBER 2018)

6.3.4. The following policies in the Cambridge Local Plan are relevant to the Proposed Development:

- Policy 1 - The presumption in favour of sustainable development - The policy details that planning applications that accord with the local plan policies will be approved without delay, unless material considerations indicate otherwise.
- Policy 4 - Green Belt - The policy identifies the Cambridge Green Belt on the policies map.
- Policy 5 - Sustainable transport and infrastructure
 - The policy details that proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC).
 - The policy also details that Cambridge City Council will work with partners to support the implementation of transport schemes that will improve linkages across the region to increase the use of sustainable transport modes to get to and from Cambridge.
 - The policy provides support in principle to the delivery of local and strategic transport schemes, subject to the outcome of up-to-date, detailed assessments and consultation.
- Policy 8 - Setting of the City - The policy indicates that development on the urban edge of Cambridge will be supported where they respond to and conserve and enhance the setting and special character of the city, promote access to surrounding countryside, safeguard the best and most versatile agricultural land and include landscape improvement proposals.
- Policy 14 - Areas of Major Change and Opportunity Areas – general principles - The policy indicates that development within the Areas of Major Change will only be permitted when the

necessary infrastructure and associated arrangements to support that development have been secured.

- Policy 19 - West Cambridge Area of Major Change - The policy recognises the need for a comprehensive strategy to develop sustainable public transport to support the development of the West Cambridge Area of Major Change, which is site allocation reference M13 on the policies map.
- Policy 28 - Carbon reduction, community energy networks, sustainable design and construction, and water use - The policy details that development should incorporate sustainable design and construction.
- Policy 31 - Integrated water management and the water cycle - The policy details that there shall be no discharge from the site for rainfall depths up to 5mm if any rainfall event and that surface water run-off shall be treated in accordance with SuDS guidelines to minimise the risk of pollution.
- Policy 32 - Flood Risk - The policy indicates that proposals should ensure the peak run-off rate is no greater once constructed compared to the existing site run-off rate allowing for climate change.
- Policy 33 - Contaminated land - The policy details that where contamination is suspected or known to exist, an assessment should be undertaken to identify existing/former uses in the area that could have resulted in ground contamination
- Policy 34 Light pollution control
- Policy 35 Protection of human health and quality of life from noise and vibration
- Policy 36 Air quality, odour and dust
- Policy 55 Responding to context
- Policy 56 Creating successful places
- Policy 59 Designing landscape and the public realm
- Policy 61 Conservation and enhancement of Cambridge's Historic environment
- Policy 67 Protection of open space
- Policy 69 Protection of sites of biodiversity and geodiversity
- Policy 70 Protection of Priority Species and Habitats
- Policy 71 Trees
- Policy 80 Supporting sustainable access to development
 - The policy supports development that prioritises access by walking, cycling and public transport (such as C2C)
 - The policy supports improvement in accessibility and provision of further capacity where existing public transport, pedestrian or cycle movement is difficult or dangerous.
 - The policy supports the safeguarding and funding of proposed routes for public transport and states that the proposed routes are identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014).
- Policy 81 Mitigating the transport impact of development
- Policy 82 Parking management
- Policy 85 Infrastructure delivery, planning obligations and the Community Infrastructure Levy

CAMBRIDGESHIRE AND PETERBOROUGH MINERALS AND WASTE LOCAL PLAN (JULY 2021)

6.3.5. The following policies in the Cambridgeshire and Peterborough Minerals and Waste Local Plan are relevant to the Proposed Development:

- Policy 5 Mineral Safeguarding Areas (MSAS)
- Policy 16 Consultation Areas

6.4 THE EMERGING LOCAL PLAN - GREATER CAMBRIDGE LOCAL PLAN

6.4.1. Cambridge City Council and South Cambridgeshire District Council are working together to create a joint Local Plan for the two areas, which they are referring to as “Greater Cambridge”. The Greater Cambridge Local Plan will seek to ensure that there is a consistent approach to planning and building across both areas up to 2041. The plan-making process so far can be summarised as follows:

- 2019: initial Call for Sites and workshops with a wide range of groups
- January and February 2020:
 - “First Conversation” (a public consultation on the big themes and challenges for the plan).
 - Extension of the Call for Sites to invite further development sites, and sites for potential new green infrastructure, to be put forward.
- September 2020: Responses published to the “First Conservation” and information received through the Call for Sites.
- November 2020:
 - Initial evidence base findings and development strategy options assessments published.
 - A series of workshops were held with parish councils, residents’ associations, statutory bodies and other relevant stakeholders to explore the evidence and options assessments, and to hear what strategy and policies they thought should be developed.
- January 2021: Parish Councils and Residents Associations invited to contribute their local knowledge about the sites put forward for development, which fed into the assessment of their suitability.
- November to December 2021: Full public consultation on the “First Proposals” for the plan, including a wide range of in-person and online events and activity.

GREATER CAMBRIDGE PLAN FIRST PROPOSALS (NOVEMBER 2021)

6.4.2. The following sections and policies in the Greater Cambridge Local Plan (hereinafter referred to as “the Emerging Plan”) are considered relevant to the Proposed Development:

Policy S/JH: New Jobs and Homes

6.4.3. This Policy will set out the level of needs in Greater Cambridge that development will meet over the plan period for jobs, homes.

6.4.4. The Emerging Plan commits to the currently designated housing at Cambourne West and Bourn Airfield – as identified by the current South Cambridgeshire Local Plan 2018, which commits 1,200 at Cambourne West and 3,500 at Bourn Airfield. However, the Emerging Plan allocates an additional 1,950 houses at Cambourne.

- 6.4.5. The South Cambridgeshire Local Plan Policies SS/7 Bourn Airfield (3.50 below) and SS/8 West Cambourne state that a fundamental requirement of the developments to achieve this growth is provision of sustainable transport; and both include segregated public transport infrastructure as part of this. The Emerging Plan allocates significant additional growth at Cambourne on top of the current planned growth at West Cambourne and Bourn, which places further emphasis on the development of C2C Project to support this growth.

Policy S/WC: West Cambridge

- 6.4.6. The Emerging Plan places a strong emphasis on the further development of the 'University Innovation District' at West Cambridge/Eddington. This is Policy 19: West Cambridge Area of Major Change as set out in the Cambridge Local Plan (Site M13). The site is located on the C2C route.
- 6.4.7. The C2C Project is specifically referred to in The Emerging Plan Policy S/WC which states that it should *'maximise the opportunity provided by the public transport improvements such as the proposed Greater Cambridge Partnership Cambourne to Cambridge Scheme.'*

Policy S/CB: Cambourne

- 6.4.8. The policy states that it provides an opportunity to see how further development at Cambourne (as designated by the Emerging Plan) could make the most of East West Rail (EWR) and the Cambourne to Cambridge public transport scheme.
- 6.4.9. The South Cambridgeshire Local Plan makes it clear that development is needed at Cambourne and Bourn regardless of the proposed station at EWR. It also explains that this development is reliant on new public transport between Cambourne and Cambridge. Without this infrastructure it will be difficult to achieve the designated growth under this Plan due to lack of capacity on the roads and congestion.

GREATER CAMBRIDGE LOCAL PLAN INFRASTRUCTURE DELIVERY PLAN INTERIM REPORT FOR GREATER CAMBRIDGE SHARED PLANNING (SEPTEMBER 2021)

- 6.4.10. Appendix A of the interim Infrastructure Delivery Plan (IDP) for the Emerging Plan identifies the Project as essential mitigation for predicted future car trips from Cambourne to Cambridge that would result from development allocated in the Emerging Plan. The interim IDP supports the Project and the benefits of congestion relief and improved journey times along the Cambourne to Cambridge Road network.

6.5 OTHER RELEVANT POLICY, STRATEGIES AND GUIDANCE

Other local planning policy documents and transport plans/strategies of relevance to the Proposed Development are set out below. A number of additional national strategies considered of relevance are included in Appendix E of this statement.

OTHER LOCAL POLICY

- Greater Cambridge Biodiversity SPD (prepared jointly with Cambridge City Council) - adopted February 2022
- Cambridgeshire Flood and Water SPD - adopted November 2018
- Sustainable Design and Construction SPD (prepared jointly with Cambridge City Council) - adopted January 2020
- Cambridgeshire Flood and Water SPD (2018)

Cambridgeshire and Peterborough Independent Economic Review

- 6.5.1. The Cambridgeshire and Peterborough Independent Economic Review (CPIER) was published in September 2018. The CPIER was published as a product of which was developed by the Cambridgeshire and Peterborough Independent Economic Commission. Section 1 of the review provides an overview of the Cambridgeshire and Peterborough Combined Authority area with Section 2 outlining the Review's findings on the future of the area. The review then sets out a number of key recommendations, one of which being:

“A package of transport and other infrastructure projects to alleviate the growing pains of Greater Cambridge should be considered the single most important infrastructure priority facing the Combined Authority in the short to medium term. These should include the use of better digital technology to enable more efficient use of current transport resources.”

Cambourne to Cambridge Better Public Transport Project - Independent Audit of Key Assumptions and Constraints 2021

- 6.5.2. The “Cambourne to Cambridge Better Public Transport Project - Independent Audit of Key Assumptions and Constraints 2021” was published on the 25/05/2021. This Independent Audit has been prepared to address the dispute over the alignment for the Cambourne to Cambridge (C2C) busway scheme. In summary, the audit concluded the following:

“The conclusion of this audit is that there is no reason why the Executive Board of the GCP should not proceed to the next stage in the development of the C2C scheme.

The audit has concluded that the scheme is in alignment with national, regional and local policies on the economy and transport. Stakeholder engagement has been carried out in a robust manner and the business case development followed the HMT Treasury Green Book and the Department for Transport’s TAG methodology. The appraisal has been carried out in a robust manner and the economic analysis and financial case remain valid

The environmental impact of the scheme is mixed and the validity of some of the assumptions will need to be investigated further as part of an Environmental Impact Assessment which would form part of the next stages.

A number of alternative route options have been put forward and have been examined in this audit. It is important to stress, however, that the business case must balance local concerns with the wider strategic goals. The GCP has followed the national guidance on appraisals such as this.

Overall, the audit has confirmed that the key constraints and assumptions on which the C2C business case is based remains valid. There have, however, been some significant changes in the wider context, including the impact of Covid-19, the increasing importance of climate change, the government’s new bus policy, East-West Rail and the CAM scheme. These factors will have to be taken into account in the next stages of developing the C2C scheme.

It has been argued that progress with the C2C scheme should be delayed, to consider the CAM and East-West Rail projects. This audit has concluded that the case for delay is not strong and has been significantly weakened as a result of the increasing uncertainty about CAM in the light of statements by the incoming Mayor.”

Inspectors Report on the Examination of the South Cambridgeshire Local Plan (August 2018)¹¹

- 6.5.3. At Paragraph 84 of the Inspector’s Report, the Inspector identified that a Cambourne to Cambridge Better Bus Journeys project was being developed at the time of the South Cambridgeshire Local Plan in 2018; this was a precursor to the Project. The Inspector noted that the Better Bus Journeys project is likely to be completed during the plan period.
- 6.5.4. The Inspector’s comments in Paragraph 85 indicate that if the necessary infrastructure for Bourn Airfield (i.e., bus infrastructure) can be put in place at an earlier date then phasing would not be

¹¹ <https://www.scambs.gov.uk/media/17450/scdc-local-plan-final-report-2018.pdf>

required in the Bourn Airfield policy SS/6 (as it was known prior to the full adoption of the South Cambridgeshire Local Plan post main modifications).

The Bourn Airfield New Village A Spatial Framework & Infrastructure Delivery Plan Supplementary Planning Document (October 2019)

- 6.5.5. The Supplementary Planning Document (SPD) states that the new village at Bourn Airfield should incorporate a HQPT route as a segregated system. The SPD explains that this HQPT will allow residents to travel to Cambridge more reliably and quickly than driving.
- 6.5.6. Specific design dimensions for the HQPT are provided, and Figure 29 from the SPD details an alignment that aligns with that of the Proposed Development through this area.

TRANSPORT PLANS AND STRATEGIES

The draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (2022)

- 6.5.7. In May 2017, a Mayor was directly elected and the Cambridgeshire and Peterborough Combined Authority (CPCA) was formed as part of the devolution deal agreed with Central Government. The CPCA now has the strategic transport powers and is the Local Transport Authority for the Cambridgeshire and Peterborough area. The Mayor sets the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan.
- 6.5.8. As part of the Mayor's powers, the CPCA have produced the draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (May 2022).
- 6.5.9. The goals of the plan are to provide an accessible transport system that delivers economic growth and opportunities, and protects and enhances the environment to tackle climate change together. The plans specifically states in relation to the A428:

'Significant growth is planned along the A428/A1303 corridor towards Cambourne, St Neots and onwards to Bedford. Around 8,000 new homes are planned for major new developments at Cambourne West, Bourn Airfield and Eddington in North West Cambridge, connecting to a significant employment cluster to the east of the corridor at West Cambridge. Public transport along this corridor will be transformed by the GCP's Cambourne to Cambridge scheme offering segregated public transport and active travel provision. The scheme includes a new Travel Hub site at Scotland Farm as well as parallel facilities for pedestrians and cyclists. A new railway station at Cambourne as part of the East West Rail scheme and will also offer rail connections to Cambridge and St Neots'.

- 6.5.10. The plan states that 'Congestion levels show ongoing problems within the Cambridge sub-region, particularly along the A428' with the schemes considered as part of the plan to be the required to sustainably deliver the planned growth proposed within the current Local Plans for Cambridge and South Cambridgeshire including the Cambourne to Cambridge scheme (the Project).

Cambridgeshire Local Transport Plan 2011-2031 Long Term Transport Strategy (July 2015)

- 6.5.11. Section B of the long term transport strategy identifies a range of specific bus improvements through West Cambridge. This includes a mix of bus priority and offline bus priority measures along the west Cambridge Corridor between Queens Road Cambridge and Cambourne serving Bourn Airfield and also a Park and Ride or rural interchange on the A428.

6.5.12. The Mayor published an Interim Transport Strategy Statement in May 2018 that clarified its transport priorities. The Strategy provides direction for existing projects, and ensures they align with the strategic framework within the new Local Transport Plan. This interim strategy set out the guiding principles of the new Local Transport Plan, that include:

- Economic growth and opportunity by connecting dynamic workforce with a growing number of jobs;
- Equity to ensure that all areas of the Combined Authority can prosper; and
- Environmental responsiveness by encouraging active and sustainable travel choices.

6.5.13. The interim strategy states that the CPCA is:

‘...committed to delivering a world-class public transport system that integrates metro, rail, bus and mobility services with walking and cycling facilities that supports more active travel choices. The aim must be create a sustainable transport system that is so good and appealing that public transport, walking and cycle become the preferential travel choice over the car.’

6.5.14. This will include a focus on key strategic transport projects such as the Oxford to Cambridge Expressway (A428). The interim strategy makes it clear that any current transport schemes and associate strategies must align with new policy commitments, and specifically the commitment to create a metro solution.

Transport Strategy for Cambridge and South Cambridgeshire (March 2014)

6.5.15. In a section of the strategy headed “St Neots and Cambourne to Cambridge corridor”, the document supports the development of a high-quality passenger transport corridor between Cambridge and St Neots with a focus on bus. It identifies a segregated bus link on the A1303 or an offline alignment between the A428 and the M11 as a short to medium term goal. Medium/long term goals comprise: a Park and Ride on the A428 between Cambourne and the A1303, and an A1303 busway/HQPT infrastructure to support Bourn Airfield and Cambourne.

Policy TSCSC 21: Planning obligations for Bourn Airfield and West Cambourne

6.5.16. This policy in the strategy links development of housing with the need for improvements to transport infrastructure to mitigate impacts and specifically states that a busway between west Cambourne and the junction of the A1303/A428 is expected on page 5-25.

OTHER STRATEGIES

6.5.17. The following national strategies considered of relevance to the Project are summarised in Appendix E of this statement:

- Gear Change: a bold vision for cycling and walking (July 2020)
- Ten Point Plan for a Green Industrial Revolution (November 2020)
- National Infrastructure Strategy (November 2020)
- Build Back Better: our plan for growth (March 2021)
- Bus Back Better: national bus strategy for England (March 2021)
- Decarbonising Transport A Better, Greener Britain (July 2021)

7

PLANNING APPRAISAL



7 PLANNING APPRAISAL

- 7.1.1. This section provides a planning appraisal of the key issues relating to the Proposed Development in the context of the planning policy framework outlined in Section 6 above and other material considerations.
- 7.1.2. Given the nature of development the main planning considerations are considered to include:
- Principle of Development;
 - Impacts on the Green Belt;
 - Impacts on Open Space;
 - Transport Impacts;
 - High Quality Design;
 - Environmental considerations;
 - Best and Most Versatile (BMV) agricultural land;
 - Heritage, Listed Buildings and Archaeological Considerations.
 - Landscape and Visual Considerations
 - Biodiversity considerations and impact upon sites of international, national, regional and local importance.
 - Noise & Vibration
 - Air Quality
 - Drainage and Flood Risk
 - Soils and Geology
 - Materials and Waste
- 7.1.3. The Proposed Development is appraised in turn under the above headings

7.2 PRINCIPLE OF DEVELOPMENT

- 7.2.1. This section seeks to establish whether the Proposed Development is acceptable in principle having regard to the planning policy framework and other material considerations.
- 7.2.2. The Proposed Development broadly comprises three elements:
- the creation of a public transport route connecting Cambourne and Cambridge City with ancillary works comprising Public Transport Stops, lighting, and signalised junctions;
 - the development of the Scotland Farm Travel Hub, which would include parking for approx. 2,000 cars, a bus pick up/drop off point, coach parking, waiting room and welfare facilities, secure cycle parking and recharging points for electric powered vehicles; and
 - the emergency and maintenance track that would also be accessible for pedestrian and cycling uses.
- 7.2.3. These elements shall be considered in turn as part of this section.

PUBLIC TRANSPORT ROUTE CONNECTING CAMBOURNE AND CAMBRIDGE

National Planning Policy

- 7.2.5. Paragraph 8 of the NPPF 2021 states that '*Achieving sustainable development means that the planning system has 3 overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)*': The three overarching objectives are as follows:
- an economic objective;
 - a social objective; and
 - an environmental objective.

Economic benefits

- 7.2.6. The creation of a public transport route at this location will improve labour market access and mobility by providing public transport connectivity between the existing and existing communities (Section 4.2) and major development sites (Section 5.8) either directly or through interchange to other public transport services and active modes. Workers will benefit from access to wider, and potentially more skilled, job opportunities and employers will have access to a wider labour market.
- 7.2.7. It will in turn support business investment and long-term economic growth, offering businesses improved journey times and more reliable journeys by public transport for markets, suppliers and labour. The improvements will enhance investment opportunities along the A428/A13030 corridor, and particularly within the west Cambridge area.
- 7.2.8. The improved journey times and capacity provided will provide an improvement in accessibility by public transport which will act as a catalyst in enabling increased employment density in Cambridge city centre and at other key employment sites in Cambridge such as the Cambridge Science Park. Dynamic clustering or densification of land use at key locations will drive productivity benefits through agglomeration economies.
- 7.2.9. It will support inclusive economic growth offering opportunities to reduce social inequalities through improving access by workers to wider job opportunities, particularly those without access to a car. It will also connect affordable housing with job opportunities in the city centre and across Cambridge enhancing opportunities for employees to access higher skilled employment.
- 7.2.10. During its operational phase it will improve the quality of life of local communities by reducing road traffic congestion and its negative impacts of carbon emissions, poor air quality and noise pollution. Reduced traffic levels will also reduce road traffic accidents. Improving the environment will also support the local and regional economy through retaining and attracting new investors and businesses to Cambridge.
- 7.2.11. The economic benefits of the development of a public transport route are therefore considered to be strongly supported in planning terms in the NPPF 2021 as a sustainable form of development and represent a strong material planning consideration in favour of the Proposed Development.

Social Benefits

- 7.2.12. In terms of social benefits the development of a public transport route will support the promotion of healthy communities by providing a significantly improved public transport system together with additional benefits in terms of cycle and pedestrian enhancement between Cambourne to

Cambridge. This will result in a likely modal shift change and more people cycling and walking to work.

- 7.2.13. In addition, by alleviating congestion, it will also support the required housing and employment growth along the A428/A13030 corridor. This will support Cambridge City and South Cambridgeshire District Council, in meeting housing and employment needs in the region as identified in evidence based documents in their emerging Local Plans.
- 7.2.14. The social benefits of the development of a public transport route are therefore considered to be strongly supported in planning terms in the NPPF 2021 as a sustainable form of development and represent a strong material planning consideration in favour of the Proposed Development.

Environmental Benefits

- 7.2.15. The support for sustainable transport schemes as set out in the Section 9 of NPPF 2021, needs to be weighed against other policy factors within the NPPF 2021 including the environmental impact of the Project.
- 7.2.16. The full environmental impact of the Project has been assessed as part of the Environmental Impact Assessment process and reported in the ES that accompanies the draft Order application (document ref: C2C-09-01, C2C-10-01 and C2C-11-01). The environmental impacts including both the reported adverse and beneficial effects are considered further under the planning appraisal in Section 7 along with proposed mitigation to reduce as far as reasonably practicable adverse effects and how this would be secured to accord with the planning policy framework.
- 7.2.17. Paragraph 105 of the NPPF 2021 states that:

'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'

- 7.2.18. The development of a public transport route connecting Cambourne and Cambridge comprises sustainable transport infrastructure that has been identified in the statutory development plan as essential for both existing and planned significant developments along the route. At a high level the Project is likely to provide a clear benefit in terms of reducing greenhouse gases such as CO₂ and other emissions associated with private vehicular trips and the current congestion experienced along the A428/A1303 corridor. It will improve the quality of life of local communities by reducing road traffic congestion and other negative impacts such as noise pollution and will provide ecological and landscape enhancements along its proposed route.
- 7.2.19. The environmental benefits of the development of a public transport route are therefore considered to be strongly supported in planning terms in the NPPF 2021 as a sustainable form of development and represent a strong material planning consideration in favour of the Proposed Development.

Conclusion

- 7.2.20. It is considered that the development of a public transport route at this location meets the above 3 objectives to be considered a sustainable form of development in line with the NPPF 2021, with clear benefits in terms of facilitating housing and employment growth, promoting healthier lifestyles and net gains in terms of environmental benefits including reduced congestion, carbon emissions and habitat creation.

Local Planning Policy

- 7.2.21. In terms of the relevant local plans, the following policies support the development of a public transport route between Cambourne and Cambridge City Centre.
- 7.2.22. In terms of the South Cambridgeshire local area, Policy SS/7 “New Village at Bourn Airfield” of the South Cambridgeshire Local Plan 2018 commits to the development of 3,500 dwellings at Bourn Airfield that must be founded on a comprehensive movement network that includes significant improvements in public transport. Part 9 of the policy “Creation of a comprehensive movement network” sets out that the public transport improvements should include the following:
- i. Provision of a segregated bus link from Cambourne to Bourn Airfield new village across the Broadway, and on through the development to the junction of the St Neots Road with Highfields Road.*
 - ii. Any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.*
 - iii. Provision of high-quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge;’*
- 7.2.23. The development of a public transport route at this location is considered to meet the description of the transport infrastructure described in part 9 (i) of policy SS/7 of the South Cambridgeshire Local Plan 2018 as it provides a segregated bus link from Cambourne to the junction of St Neots Road and Highfields Road.
- 7.2.24. In addition, it is considered that it provides a busway parallel to the A1303 to the junction with Grange Road. From here onwards journeys via the local bus network will provide access to the Queens Road and the city centre in line with part 9 i-iii of policy SS/7 of the South Cambridgeshire Local Plan 2018.
- 7.2.25. Policy SS/8 “Cambourne West” of the South Cambridgeshire Local Plan 2018 commits to the development of 1,200 dwellings at Cambourne West, subject to addressing the additional travel demands that will be generated by the allocation. Part 12 of the policy sets out that the Cambourne West development will need to secure the infrastructure described in subsections a and b to be acceptable:
- a. Any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.*
 - b. High quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge;’*
- 7.2.26. The development of a public transport route at this location is considered to meet the description of the transport infrastructure described in Part 12 a of Policy SS/8 of the South Cambridgeshire Local Plan 2018 as it will allow for bus journeys between the Cambourne West development and Cambridge City Centre with benefits in terms of reduced congestion noting the majority of the route is a segregated busway.
- 7.2.27. Part 9 (iii) of Policy SS/7 and Part b of Policy SS/8 of the South Cambridgeshire Local Plan 2018 promote ‘bus priority measures’ at defined locations. As part of the development of the Project,

options including proposals for on-road options including bus priority measures have been considered through the development of the Business Case for the Project. Chapter 4 of the ES (Evolution of the Scheme) (C2C-10-01) sets out the alternatives considered as part of this process.

- 7.2.28. The OBC 2020 assessed both on-road options that included bus priority measures and off-road options with a number of different scenarios assessed within each including two options for the location of a Park and Ride site. The OBC assessments can be summarised as follows:
- A multi-criteria assessment using a Red, Amber Green (RAG) rating system under the following headings:
 - Policy Fit;
 - Contribution to economic growth;
 - Contribution to improved transport network;
 - Contribution to quality of life;
 - Scheme deliverability; and
 - Stakeholder support
 - The use of traffic modelling data to produce a Benefit /Cost Ratio for the options, providing an initial value for money assessment.
- 7.2.29. Wider Economic Impacts were also assessed as part of the OBC 2020 with consultation undertaken in relation to the options. The full results of the assessment are contained within the OBC and summarised in the Non-Technical Summary that accompanies it¹².
- 7.2.30. In terms of the multi-criteria assessment, the on-road options including bus priority measures did not perform as well as the off-road segregated options.
- 7.2.31. In terms of the wider economic benefits and Cost benefit Ratio the off road option (Option 1b–Off-road segregated with Scotland Farm Park and Ride) assessed in the OBC 2020 was the best performing option and was therefore recommended to be taken forward as the preferred option.
- 7.2.32. Consultation was undertaken as part of the OBC 2020. The result of the consultation questionnaire showed that 48% of the respondents preferred Option 1, 39% preferred Option 2 and 20% preferred Option 3.
- 7.2.33. In terms of the robustness of the OBC 2020, an independent party was appointed by the GCP to oversee an audit of the Project in 2021 in response to a dispute over the alignment for the Project. The ‘Cambourne to Cambridge Better Public Transport Project – Independent Audit of key Assumptions and Constraints’¹³ was undertaken and audited the business case developed to that point. A number of alternative routes were examined in the audit, which challenged the key

¹² <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-OBC-Jan-2021/C2C-Jan-2020-App-2-Non-technical-summary-report.pdf>

¹³ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/Independent-Audit/C2C-Independent-Audit-FInal.pdf>

assumptions and constraints in leading to the selection of the preferred route for the scheme and to the rejection of alternatives. The audit concluded that:

‘the key constraints and assumptions on which the C2C business case is based remains valid. There have, however, been some significant changes in the wider context, including the impact of Covid-19, the increasing importance of climate change, the government’s new bus policy, East-West Rail and the CAM scheme. These factors will have to be taken into account in the next stages of developing the C2C scheme’.

7.2.34. The audit went on to state that:

‘It has been argued that progress with the C2C scheme should be delayed, to consider the CAM and East-West Rail projects. This audit has concluded that the case for delay is not strong and has been significantly weakened as a result of the increasing uncertainty about CAM in the light of statements by the incoming Mayor’

7.2.35. Since the audit was undertaken it is noted that the Cambridge Autonomous Metro (CAM) scheme is noted to be no longer being taken forward with the current Cambridgeshire and Peterborough Mayor having cancelled the scheme. It is considered in light of the CAM scheme no longer being pursued, that the Project objectives match those of the Mayor’s taking advantage of the government’s Bus Back Better national bus strategy initiative which includes support for innovative bus projects like the Project.

7.2.36. In relation to the East West Rail scheme, the government’s 2022 Autumn Statement *‘recommits to the government’s transformative growth plans for our railways. These include East West Rail...These will provide fast, more reliable services and connect people to new job opportunities’.*

7.2.37. This East West Rail scheme (Bedford to Cambridge stage) may complement the Project as preliminary options proposed a new station at Cambourne, which could be used to create a multimodal Interchange location. This could lead to an increase in public transport use in general which is part of the aspirations of the Project. However the Bedford to Cambridge stage of the East West Rail scheme is currently not a committed development that is at the initial stages of consenting stage and so a programme for operational opening is not currently known. This scheme would however not deal with the immediate issues of traffic congestion along the A428/A1303 corridor and within Cambridge city centre in the short to medium term nor would it directly serve the major housing developments such as Cambourne West, Bourn Airfield and West Cambridge that the public transport route will serve. The Project is planned for completion by 2027 and will address the existing and worsening issues of congestion and serve the noted major housing developments along the route. The Project will continue to would engage with the East West Rail scheme to inform option development including any potential station at Cambourne.

7.2.38. It is therefore considered that the preferred option that does not include bus priority measures at the locations noted in Policies SS/7 and SS/8 of the South Cambridgeshire Local Plan 20218 has been robustly assessed, with the option meeting the 3 overarching objectives as set out in Paragraph 8 of the NPPF 2021.

7.2.39. In terms of the Cambridge Local Plan area, Policy 80 “Supporting sustainable access to development” supports development that prioritises access by walking, cycling and public transport and supports the safeguarding and funding of proposed routes for public transport identified in Cambridgeshire County Council’s Transport Strategy for Cambridge and South Cambridgeshire (2014).

- 7.2.40. The Transport Strategy for Cambridge and South Cambridgeshire dated March 2014 identifies a need for improvements to transport infrastructure to mitigate impacts from West Cambourne and Bourn Airfield and states that a busway between west Cambourne and the junction of the A1303/A428 is expected to address this. Accordingly, the principle of the public transport route connecting Cambourne and Cambridge is indirectly supported by Policy 80 of the Cambridge Local Plan via its reference to safeguarding and funding proposed routes for public transport identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014).

Other Material Considerations

- 7.2.41. In terms of other material considerations, the following considerations support the principle of the development of a mostly segregated public transport route (busway for buses) connecting Cambourne and Cambridge.
- 7.2.42. In terms of local supplementary planning policy, the Bourn Airfield New Village A Spatial Framework & Infrastructure Delivery Plan SPD guiding principle 1C establishes that Bourn Airfield development should incorporate the Cambourne to Cambridge HQPT route so that residents can travel to Cambridge city without using their car. The SPD's justification for the segregated busway is to ensure public safety and reliable and quick journey times when compared to driving. Spatial Fix C of the SPD identifies two stops for the Cambourne to Cambridge HQPT on Figure 29 of the SPD. The public transport route connecting Cambourne and Cambridge would accord with guiding principle 1C of the SPD whilst the proposed bus stops would closely match those shown on Figure 29 of the SPD.
- 7.2.43. In addition to local and national supplementary planning policy, various regional and local transport strategies have been adopted since 2014 identified a scheme for a busway that now constitutes the C2C scheme. As set out earlier in this statement, the Transport Strategy for Cambridge and South Cambridgeshire (2014) identifies a need for improvements to transport infrastructure to mitigate impacts from West Cambourne and Bourn Airfield and states that a busway between west Cambourne and the junction of the A1303/A428 is expected to address this. The most recently adopted transport plan (Cambridgeshire & Peterborough Local Transport Plan, 2020) justifies the Project as serving future housing sites at Cambourne West and Bourn Airfield and reducing traffic impacts on roads. The draft Cambridgeshire & Peterborough Local Transport and Connectivity Plan dated May 2022 describes the Project as essential for the sustainable delivery of planned development in adopted local plans for Cambridge and South Cambridgeshire.

Conclusion in relation to the development of a public transport corridor

- 7.2.44. In view of the support accorded to the Project in the regional and local transport strategies described above, it can be considered that the policy framework at a national and local level supports the development of a mostly segregated busway connecting Cambourne and Cambridge. It is considered that the preferred option (on-road most segregated) as proposed in OBC 2020 has been robustly assessed against potential alternatives (Chapter 4 of the ES (Evolution of the Scheme) (document ref: C2C-10-01)) and meets the 3 overarching objectives of sustainable development as set out in Paragraph 8 of the NPPF 2021.
- 7.2.45. In terms of other national policy, as set out in Section 5 of this Planning Statement, the Project is considered to align with key national policy documents including the National Infrastructure Strategy; Build Back Better: Our Plan for Growth; Bus Back Better, the national bus strategy for England and

Decarbonising Transport: A Better, Greener Britain. Alignment with these policy documents supports the principle of the Project, including its general route and strongly supported by the planning policy framework and other material considerations.

TRAVEL HUB AT SCOTLAND FARM

National Planning Policy

- 7.2.46. Section 9 of the NPPF 2021 sets out detailed guidance in relation to the promotion of sustainable transport in terms of the consideration of development proposals.
- 7.2.47. Paragraph 105 of the NPPF 2021 states that the planning system should actively manage patterns of growth to promoting the objectives of sustainable modes of transport. It goes on to state that by doing this it can help to reduce congestion and emissions, which would improve air quality and public health.
- 7.2.48. It is considered that the Travel Hub accords with this policy as it will reduce general traffic levels and congestion along the A428/A1303 corridor by encouraging trips headed for the city centre transfer to another mode of transport, maximising the potential for journeys to be undertaken by sustainable modes of transport including the busway and the improved pedestrian and cycling facilities provided by the emergency and maintenance access track.
- 7.2.49. Within this context, Paragraph 112 of the NPPF 2021 states that applications for development should:
- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 7.2.50. In relation to item (a) relating to pedestrian and cycle movements, the emergency and maintenance track proposed as part of the Project will allow for such movements along the entire route with car parking and cycle storage proposed as part of the Travel Hub, allowing onward movements by pedestrians (either walking or via bus) or via a cycle route linking the towns, villages and major development sites along the route.
- 7.2.51. In relation to item (b) the design of the Travel Hub provides a permanent location for car parking and bus provision, but also will provide toilet facilities, cycle storage and waiting areas. The final design and layouts of the Travel Hub are subject to further development and will be submitted to the South Cambridgeshire District Council for approval as part of the planning conditions attached to the request for deemed planning permission. However inclusive design principles will ensure that these facilities are suitable for disabled users. An Equality Impact Assessment (EqIA) accompanies the

Order application as part of the ES (document ref: C2C-10-01) to demonstrate compliance with the Equality Act (2010). The EqIA concludes that low level negative impacts may be experienced during construction for young people and their carers and for disabled people due to construction activities and disruption. However, during operation the Project is likely to result in medium level positive impacts for disabled users due to improved connectivity.

- 7.2.52. In relation to item (c), again the design and final layout of the Travel Hub are subject to further development and will be submitted to the South Cambridgeshire District Council for approval as part of the planning conditions. The current proposed layout includes a shared use path access provided at the main entrance on Scotland Road and an access to the blue bridge footbridge over the A428 minimising the scope for conflicts between pedestrians, cyclists and vehicles and allowing onward access to pedestrian and cyclists uses.
- 7.2.53. In relation to item (e), it is proposed to provide facilities to enable Electric Vehicles charging within the Travel Hub with the final number and layout submitted to relevant local planning authority. A planning condition to this affect is included as part of the Request for Deemed Planning Permission (document ref: C2C-14-01) that accompanies the draft Order.

Local Planning Policy

- 7.2.54. In terms of local planning policy, the Travel Hub) is supported by the following policies. Policy SS/7 “New Village at Bourn Airfield” of the South Cambridgeshire Local Plan, Part 9 i-iii indicates supports the development of a proposed busway for buses connecting Cambourne and Cambridge including “any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.”
- 7.2.55. The objectives of the Project include delivering a sustainable transport network that connects areas between Cambourne and Cambridge along the A428 / A1303 and enhancing quality of life by reducing congestion and improving air quality within the surrounding areas along the A428 / A1303 and within Cambridge city centre.
- 7.2.56. The optioneering process as part of the OBC 2020 considered a Park and Ride essential to the business case as well as being essential for improving public transport infrastructure along the A428 corridor, reducing congestion in the Cambridgeshire area and facilitating the high levels of population and employment growth occurring within Cambridge and Cambridgeshire. Scotland Farm was confirmed as the Park and Ride site as part of the preferred route alignment stage of the OBC assessment¹⁴.
- 7.2.57. In order for a Park and Ride to be successful, certain design features must be incorporated to maximise the opportunity to facilitate a modal shift to sustainable transport in the area. These design features include sufficient parking for cars (2,000 spaces) the bus pick up and drop off point, coach parking, waiting room and welfare facilities, secure cycle parking and recharging points for electric powered vehicles.

¹⁴ Mott MacDonald. Outline Business Case: Strategic Case. Jan 2020, Section 11.1

- 7.2.58. Taking into account the objectives of the Project and the business case considerations, the Travel Hub comprises an essential component of the Project that meets the description of “any measures necessary” included in Part 9 ii of policy SS/7 of the South Cambridgeshire Local Plan 2018.
- 7.2.59. In a similar manner, policy SS/8 “Cambourne West” of the South Cambridgeshire Local Plan 2018, Part 12 echoes Policy SS/7 Part 9 calling for “Any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic” as part of an overall requirement for a bus link between Cambourne and Cambridge. The provision of the Travel Hub serves as a vital part of the bus route set out in this policy.
- 7.2.60. Accordingly, for the reasons set out above, the Travel Hub comprises an essential component of the Project that meets the description of “any measures necessary” included in Part 12 a of Policy SS/8 of the South Cambridgeshire Local Plan 2018.

Other Material Considerations

- 7.2.61. In terms of other material considerations, the following considerations support the principle of the development of the Travel Hub.
- 7.2.62. Regional and local transport strategies set out previously would also apply to the Travel Hub at Scotland Farm. A park and ride on the A428 has been identified since 2015 in the Cambridgeshire Local Transport Plan 2011-2031 Long Term Transport Strategy to support a mix of bus priority and offline bus priority measures along the west Cambridge Corridor between Queens Road Cambridge and Cambourne serving Bourn Airfield. The travel hub at Scotland Farm has also been part of the preferred route alignment for the Project since January 2020 at OBC stage. As such, the Travel Hub is supported as part of the Project in the various regional and local transport strategies published since then including the Cambridgeshire & Peterborough Local Transport Plan (2020), Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021) and draft Cambridgeshire & Peterborough Local Transport and Connectivity Plan (2022).
- 7.2.63. In terms of the principle of the secure cycle parking and recharging points for electric powered vehicles, the Project is aligned with the recommendations of the Fairness, Nature and Communities: Addressing Climate Change in Cambridgeshire and Peterborough report (2021). The report recommends the rollout of electric vehicle charging infrastructure, measures to reduce car miles driven, including infrastructure for walking and cycling.
- 7.2.64. Overall, it can be concluded that the principle of the Travel Hub at Scotland Farm is supported by the regional and local transport strategies set out above.
- 7.2.65. In terms of other national policy, the travel hub at Scotland Farm is considered to be in alignment with key national policy documents set out earlier in this Planning Statement including the National Infrastructure Strategy; Build Back Better: Our Plan for Growth; Bus Back Better, the national bus strategy for England and Decarbonising Transport: A Better, Greener Britain.
- 7.2.66. Having regard to the planning policy framework and other material considerations outlined above, the conclusion is that the principle of the Travel Hub at Scotland Farm is supported by both national and local planning policy.

EMERGENCY AND MAINTENANCE SERVICE TRACK

National Planning Policy

- 7.2.67. Paragraph 92 of the NPPF 2021 states that '*Planning policies and decisions should aim to achieve healthy, inclusive and safe places... for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas*'.
- 7.2.68. Paragraph 112 of the NPPF 2021 states that development should '*give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use*'
- 7.2.69. The emergency and maintenance service track that runs for the majority of the route will be accessible for cycling and walking. It will link the existing villages and towns along the route (Cambourne, Hardwick, Coton) to Cambridge City and will provide an enhanced cycle and pedestrian network facilitating access to a high quality public transport route (the Project) at the proposed Public Transport Stops and at the Travel Hub. This element of the Proposed Development is therefore considered to accord with both Paragraphs 92 and 112 of the NPPF 2021.

Local Planning Policy

- 7.2.70. In terms of local planning policy in the South Cambridgeshire area, the emergency and maintenance service track, accessible for cycling and pedestrian uses is supported by the following policies.
- 7.2.71. Part 9 (b) ii of Policy SS/7 "New Village at Bourn Airfield" of the South Cambridgeshire Local Plan 2018 details that public transport improvements required to support the development allocated at Bourn Airfield should include the following:
- 'ii. Provision of a direct, segregated high quality pedestrian and cycle links to west Cambridge, Cambourne, Caldecote / Highfields, Hardwick and Bourn;'*
- 7.2.72. The emergency and maintenance service track will be accessible for cycling and walking for the full length of the proposed route and is therefore considered to accords with this policy.
- 7.2.73. Part 12 (c) of Policy SS/8 "Cambourne West" of the South Cambridgeshire Local Plan 2018 details that the Cambourne West development will need to secure the following infrastructure to be acceptable:
- 'c. Direct, segregated high quality pedestrian and cycle links to west Cambridge, Papworth Everard, Caxton and Bourn;'*
- 7.2.74. Again the track would run for the full length of the proposed route and would be available for use by cyclists and pedestrians is considered to accord with Part 12 (c) of Policy SS/8 of the South Cambridgeshire Local Plan 2018, specifically for the pedestrian and cycle links to west Cambridge and Bourn.
- 7.2.75. In terms of the Cambridge Local Plan 2018, Policy 80 "Supporting sustainable access to development" supports development that prioritises access by walking, cycling and public transport and supports the safeguarding and funding of proposed routes for public transport identified in

Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014).

- 7.2.76. The Transport Strategy for Cambridge and South Cambridgeshire (2014) identifies a need for improvements to transport infrastructure to mitigate impacts from West Cambourne and Bourn Airfield and details that a busway alongside “direct, segregated high quality pedestrian/cycle links to west Cambridge, Papworth Everard, Highfields, Hardwick, Caxton, Bourn, Caldecote, Comberton, Bar Hill and Dry Drayton” are expected to address this under policy TSCSC 21. Accordingly, the principle of the proposed service track that would be accessible for cycling and walking between Cambourne and Cambridge is indirectly supported by policy 80 via its reference to safeguarding and funding proposed routes for public transport identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014).

Other Material Considerations

- 7.2.77. In terms of other material considerations, the following considerations support the principle of the development that would be accessible for cycling and walking that would run for the full length of the proposed route.
- 7.2.78. In terms of regional and local transport strategies, development that would be accessible for cycling and walking is supported in principle. The development of walking and cycling routes is supported as part of the Project in the various regional and local transport strategies published since then including the Cambridgeshire & Peterborough Local Transport Plan (2020), Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021) and draft Cambridgeshire & Peterborough Local Transport and Connectivity Plan (2022). The principle of the service track is also aligned with the recommendations of the Fairness, Nature and Communities: Addressing Climate Change in Cambridgeshire and Peterborough report (2021), which recommends infrastructure for walking and cycling.
- 7.2.79. In terms of other policy, the emergency and maintenance service track is considered to be in alignment with key national policy documents set out earlier in this statement including the National Infrastructure Strategy; the Ten Point Plan for a Green Industrial Revolution; Build Back Better: Our Plan for Growth; and Decarbonising Transport: A Better, Greener Britain. In terms of these policy documents, the National Infrastructure Strategy notes that increasing cycling and walking can help tackle some of the most challenging issues facing UK society including improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on the roads. The Ten Point Plan for a Green Industrial Revolution details that the Government will accelerate the transition to more active and sustainable transport by investing in measures to help pedestrians and cyclists as well as giving “towns and cities cycle lanes worthy of Holland”. Decarbonising Transport: A Better, Greener Britain aims to make active travel the natural first choice for daily activities by providing dedicated routes and networks and enabling people to access cycles.
- 7.2.80. Having regard to the planning policy framework and material considerations outlined above, the conclusion is that the principle of the emergency and maintenance service track that would be accessible for cycling and walking that would run for the full length of the Project route is supported in both local and national planning policy.

SUMMARY CONCLUSION ON PRINCIPLE OF DEVELOPMENT

- 7.2.81. Taking into account the appraisal of the three elements of the Proposed Development in the sections above, it is considered that the Proposed Development as a whole is acceptable in principle as a result of its strong accordance with local and national planning policy and the other material considerations outlined above.
- 7.2.82. When considering if the Project is ‘sustainable development’ and whether in principle the development accords with the planning policy framework, another key planning consideration to address is the location of elements of the development within the designated Green Belt. The Green Belt has strong protection at both national and local Levels. Policy 4 of the adopted Cambridge City Local Plan (2018) and Policy S/4 of the South Cambridgeshire District Council Local Plan (2018) states new development will only be approved in line with the Green Belt policies in Section 13 of the NPPF 2021. This is addressed in the next section.

7.3 IMPACTS ON THE GREEN BELT

- 7.3.1. The assessment of the Proposed Development (including elements of the busway and the Travel Hub) has been undertaken as part of the Green Belt Assessment (document ref: C2C-18-01).
- 7.3.2. Appendix E of this statement shows an overview of the Proposed Development and its route of the through the designated Green Belt with a brief summary provided below.
- 7.3.3. The sections of the route running westwards from Scotland Farm to Cambourne is not located within the designated Green Belt.
- 7.3.4. The proposed Scotland Farm Travel Hub is located within the designated Green Belt.
- 7.3.5. The section of the route that runs eastwards from the Scotland Farm to the proposed M11 overbridge is also located within the designated Green Belt.
- 7.3.6. As part of the optioneering process undertaken as part of the OBC 2020 it was recommended that the proposed route from this point should travel through the West Cambridge Development, as this stretch of the route is not located within the Green Belt. The preferred option uses the recommended route.
- 7.3.7. Further to the east, the section located south of the School of Veterinary Medicine to Grange Road where the route terminates is also located within the designated Green Belt.

NATIONAL PLANNING POLICY

- 7.3.8. Paragraph 147 of the NPPF 2021 states that ‘*Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in Very Special Circumstances*’.
- 7.3.9. It is important to consider if the Proposed Development would constitute ‘not inappropriate development’ or ‘inappropriate development’ within the Green Belt, and whether Very Special Circumstances would be required. A detailed assessment of these issues has been undertaken and reported as part of the Green Belt Assessment (document ref: C2C-18-01). A summary of the findings are provided below.
- 7.3.10. Paragraph 148 of the NPPF 2021 states that ‘*When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of*

inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations’.

- 7.3.11. However Paragraph 150 of the NPPF 2021 does state that certain forms of development may constitute ‘not in appropriate’ development in the Green Belt ‘*provided they preserve its openness and do not conflict with the purposes of including land within it*’. Item C of Paragraph 150 of the NPPF 2021 specifically identifies ‘local transport infrastructure which can demonstrate a requirement for a Green Belt location’.
- 7.3.12. There are therefore considered to be three tests that the Proposed Development must meet if it is to be considered ‘not inappropriate’ development within the Green Belt. It must:
1. Be local transport infrastructure which can demonstrate a requirement for a Green Belt location;
 2. Preserve the openness of the Green Belt; and
 3. Not conflict with the purposes of including land within the Green Belt.
- 7.3.13. Each of these test is addressed in turn below.

1. A REQUIREMENT FOR A GREEN BELT LOCATION

- 7.3.14. The Proposed Development is considered to be ‘local transport infrastructure’ as it links the areas of Cambourne to Cambridge City via a public transport route and so is considered to fall within the definition of Item C of Paragraph 150.
- 7.3.15. In accordance with paragraph 150 of the NPPF 2021, the starting point for consideration of the acceptability of the Proposed Development within the Green Belt, is whether it can demonstrate a requirement for a Green Belt location.
- 7.3.16. The Project Vision as defined in the OBC¹⁵ and the updated Addendum¹⁶ in 2022 is as follows:
- ‘To connect existing and new communities along the A428/A1303 to places of employment, study and key services to enable the sustainable growth for Greater Cambridge. We will deliver this through improved, faster and more reliable High Quality Public Transport (HQPT) services, together with high quality cycling and walking facilities serving a new Travel Hub site to the west of Cambridge.’*
- 7.3.17. To achieve the above vision, the objectives of the Project as set out as part of the OBC 2020 are notable in that they seek to:
- deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303; and
 - contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428 /A1303 and within Cambridge city centre.
- 7.3.18. As set out in sections 7.2.22 to 7.2.40 of this statement, there is considered to be considerable local policy support for the development of a public transport route along the A428/A13030 corridor. Part

¹⁵ Doc Ref: C2CXXX

¹⁶ Doc Ref: C2CXXX

9 of Policy SS/7 of the South Cambridgeshire Local Plan 2018, refers to (i. *any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic and (iii. Provision of high-quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge.* It is notable that the routes supported would require the public transport option to pass through the designated Green Belt, albeit the policy does refer to ‘bus priority measures’ that could use be on or parallel to the A1303.

- 7.3.19. It is considered that the spatial focus of the Project and its proposed route as set out in local planning policy is centred on the A428/A1303 corridor, linking the areas of Cambourne in the west and the major development sites along the route (see section 4.4 of this statement) to Cambridge City centre.
- 7.3.20. The western side of Cambridge City is surrounded by Green Belt designated within the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018. It is noted that the highways within these areas running from the junction of Cambridge Road and St Neots Road (including the A428, St Neots Road and A1303 as far as its eastern junction with the M11 are all located within the designated Green Belt. The designated Green Belt is therefore a constraint on inappropriate development that surrounds the city at this location.
- 7.3.21. As set out in sections 7.2.22 to 7.2.40 of this statement, options including proposals for on-road options including bus priority measures have been considered though the development of the Business Case for the Project. Chapter 4 of the ES (Evolution of the Scheme) (C2C-10-01) sets out the alternatives considered as part of this process.
- 7.3.22. The OBC 2020 (C2C-20-01) assessed a number of route options, including both on-road and off-road. The OBC 2020 appraised the options in accordance with the Department for Transport’s WebTAG guidance. This has included input from specialists in the following topics:
- Landscape and townscape
 - Air quality
 - Carbon/greenhouse gases
 - Biodiversity
 - Heritage
- 7.3.23. A Green Belt Assessment of the options considered at this stage of the business case was included as Appendix U to the OBC 2020¹⁷
- 7.3.24. The OBC 2020 considered a number of options and sub-options within these that can broadly be summarised as on-road and off road options. As the spatial focus of the Project and its proposed route is centred on the A428/A1303 corridor and linking the areas of Cambourne in the west and the major development sites along the route (see section 4.4 of this statement) to Cambridge City Centre, all options followed a route through the designated Green Belt at certain points. However

¹⁷ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-OBC-Jan-2021/C2C-OBC-2020-Green-Belt-Assessment-Report-Appendix-U.pdf>

sections of the on-road option although located within designated Green Belt would utilise existing highways.

- 7.3.25. The preferred option from the OBC 2020 was a mainly off-road route from Cambourne to Grange Road with a Park and Ride at Scotland Farm.
- 7.3.26. In summary the proposed off-road option would provide significant transport benefits over the option to use a bus priority lane utilising an on-road route. One of the main benefits is that the off-road option would not only significantly help to reduce journey time but also maintain better reliability, which the on-road route would struggle to provide. The on-road route would also involve significant alterations and disturbance to the existing road network and installation of additional infrastructure (signage and possibly gantries) to an already congested corridor into Cambridge. The on-road option would also have a significant impact on the setting of the designated heritage asset as it would pass directly in front of the American Military Cemetery which is Grade I on the English Heritage register of Historic Parks and Gardens. The memorial and attached walls, steps and pool surround are Grade II* Listed Buildings.
- 7.3.27. While both the on-road and off-road options would have environmental impacts, the off-road option was also considered to have a higher potential to achieve environmental enhancements and mitigation measures. The key issues were that the off-road route, unlike the on-road route, would not directly pass Madingley Wood which is a SSSI. The on-road route would result in loss of habitat due to road widening but has the least potential for ecological mitigation or enhancement.
- 7.3.28. The off-road route has the benefit of the potential to include a 'green lane' design treatment along its entire length to enhance biodiversity through creation of habitats and provide landscape enhancements. Such benefits would not be achievable with an on-road route. Therefore, a Green Belt location is essential to achieve the strategic objectives of the Project in terms of journey times, reliability and environmental impacts. In this regard, it is also worth acknowledging that the on-road option would result in some widening of the existing carriageway within the Green Belt and requires work within a Green Belt location.
- 7.3.29. Overall, the on-road route does not deliver the transport objectives of the Project and is not preferable in transport or environmental terms. The preferred option for the route as set out in the OBC 2020 was for an off-road option that therefore must pass through areas of the designated Green Belt. A Green Belt location to deliver the Project is therefore considered required. It is considered that this satisfies the test of the need for a Green Belt location.

2. PRESERVING THE OPENNESS OF THE GREEN BELT

- 7.3.30. With the requirement for a Green Belt location being established, under paragraph 150 of the NPPF 2021, it is secondly important to consider if the Proposed Development will preserve the openness of the Green Belt and whether the Proposed Development conflicts with the purposes of including land within the Green Belt.
- 7.3.31. Paragraph: 001 Reference ID: 64-001-20190722 of the NPPG states that:
- 'Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:*

- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
- *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*
- *the degree of activity likely to be generated, such as traffic generation’.*

7.3.32. The Green Belt Assessment (document ref: C2C-18-01) assesses the proposed route and its impact on the Openness using sectors and sub sectors within the Green Belt to form the basis of the assessment.

7.3.33. These are summarised below and shown on the mapping in Appendix F attached to this statement:

- Sector A – the area contained within the designated Green Belt located to the south of the West Cambridge university area;
- Sector B – the area to the west of the M11 and south of the A13030 running to the north of Coton village;
- Sector C – the area to the south of the American Cemetery and the A13030 running to the north of Coton Village;
- Sector D – the stretch of the land containing both the A1303 and St Neots Road ending at the Scotland Road Junction; and
- Sector E – the area to the north of the A428 and to the east of Scotland Road

7.3.34. In terms of openness the Green Belt Assessment Report (document ref: C2C-18-01) concludes that the vast majority of the proposed route is likely to have very limited or no impact upon the Openness of the Green Belt.

7.3.35. During the construction stage impacts on Openness would be considered temporary with impacts mitigated as far as reasonably possible through the measures as set out in the draft CoCP (document ref: C2C-26-01) and secured through the LEMPs as required through draft planning condition 4 as set out in the Request for Deemed Planning Permission (document ref: C2C-16-01). The construction compound areas would be minimised through the design process and will be a temporary feature for the duration of the construction. The impact of the construction compounds on the openness of the Green Belt will therefore be temporary and short term.

7.3.36. During the operational phase, it is concluded that the proposed route closest to Cambridge (Sector A), the route sections to the north of Coton (Sectors B and C) and the on-road section (utilising existing St Neots Road) in Sector D would have very limited or no impact upon the Openness of the Green Belt. This is due to:

- limited requirement for cut and fill or re-levelling in these Sectors – cut and fill can also be undertaken in a way which is not inconsistent with Openness;
- the busway profile and the related emergency access and maintenance track including swales and landscaping will be approx. 15m wide along a linear route;
- the route in Sector A would be viewed with the urban area of Cambridge to the north. The route through Sectors B and C would be viewed with the A428/A1303 and M11 in close proximity. The on-road section in Sector D will utilise St Neots Road that is contained by existing vegetation and urban development providing visual and physical containment from the surrounding landscape;
- the proposed M11 overbridge in Sector B will be viewed in context with the M11, which is subject to a high degree of level change already; and

- significant landscaping and ecological enhancements are proposed within these sectors (see Section x of the Design and Access Statement (document ref: (C2C-17-01) and the indicative landscaping plans sheets 10 to 17 (document ref: C2C-XX-XX).

- 7.3.37. During the operational phase the route through these sectors would be experienced by visual receptors as a linear, narrow development (15m wide) with the A428/A1303/M11 and the urban area of Cambridge also visible from the majority of receptors. Significant landscaping in the forms of swales and new areas of amenity are also proposed along the route, to set the Proposed development into its receiving environment. The degree of traffic generation activity likely to be generated during the operational phase is considered to be minor in terms of its impact on the Openness of the Green Belt with potentially nine buses per hour between Cambourne and Cambridge city throughout weekdays and Saturdays. Congestion would not be considered to impact Openness (e.g. traffic queuing) as the route in these sectors are segregated.
- 7.3.38. The undulating landform and pattern of vegetation within much of Sector E are key considerations in relation to Openness within this Sector. It has a rural character, despite the presence of the road infrastructure to the south. There is limited built development within Sector E, which consists predominantly of open farmland, but there are occasional individual properties and a small business park along Scotland Road to the south west of the sector, road infrastructure and the existing footbridge over the A428 on the southern boundary of the Sector.
- 7.3.39. Despite the undulating landform within much of Sector E, the southern area where the proposed Scotland Farm Travel Hub is proposed is relatively flat with significant containment existing through the boundary hedges. The requirement for cut and fill operations to construct the Travel Hub are therefore limited facility. There would be a requirement for small buildings such as ticket offices and/or bus shelters, which would add built development within the Green Belt. In addition, the parking areas would introduce additional hard surfacing, on which large numbers of vehicles would be parked throughout the day, and the requirement for lighting, which would be visible infrastructure during the day and new lit areas at night. The introduction of increased signage, lighting and road markings at the proposed access into the Travel Hub is not considered to affect Openness. It is therefore considered that the Travel Hub will have impact the Openness of the Green Belt at this location.
- 7.3.40. The final layout of the buildings and parking spaces is subject to further approval by the relevant local planning authority with proposed planning conditions in relation to the final proposed land levels and the final layout of the onsite buildings to be developed taking due cognisance of the Green Belt designation to ensure the development is able to assimilate into its surroundings taking account of its Green Belt and heritage setting in accordance with Policies S/4, CC/6, HQ/1, NH/2, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and Policies 8, 56 and 59 of the Cambridge City Council Local Plan (2018).

3. CONFLICT WITH PURPOSES OF THE GREEN BELT

- 7.3.41. Finally it is required to assess whether the Proposed Development conflicts with the purposes of including land within the Green Belt.
- 7.3.42. The national purposes for including land in the Green Belt are set out in Paragraph 138 of the NPPF 2021 as follows :
1. to check the unrestricted sprawl of large built-up areas;

2. to prevent neighbouring towns merging into one another;
3. to assist in safeguarding the countryside from encroachment
4. to preserve the setting and special character of historic towns; and
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

7.3.43. In addition to the 5 purposes of the Green Belt at national level, it is important to consider the purposes of the Cambridge Green Belt, which are defined within the Cambridge City Council and South Cambridgeshire District Council Local Plans that are shown in Green Belt policies (Policy 4 and Policy NH/8, respectively).

Cambridge Local Plan (2018) - Policy 4: The Cambridge Green Belt

7.3.44. Policy 4 of the Cambridge Local Plan states that “New development in the Green Belt will only be approved in line with Green Belt policy in the National Planning Policy Framework (2012).”

7.3.45. The supporting text of Policy 4 sets out that ‘*The Green Belt preserves the unique setting and special character of the city and includes green corridors that penetrate deep into the urban and historic heart of Cambridge. It is a key component in providing for active and passive sport and recreation, for amenity and biodiversity. A significant proportion of the Cambridge Green Belt within the city’s boundaries is in agricultural use. The Green Belt is one of the key elements that contribute to the symbiotic relationship between high quality of life, place and economic success of Cambridge*’.

7.3.46. The purposes of the Cambridge Green Belt as set out in local policy are also outlined;

1. *preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;*
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*

South Cambridgeshire Local Plan (2018) – Policy S/4

7.3.47. Policy S/4: Cambridge Green Belt of the South Cambridgeshire Local Plan states that ‘*New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework*’.

7.3.48. The purposes of the Cambridge Green Belt as set out in local policy are the same as in the Cambridge City Local Plan 2018;

1. *preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;*
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*

7.3.49. Within the supplementary information for the policy it is stated that the factors which define the special character of the Cambridge Green Belt are;

- A soft green edge to the city;
- A distinctive urban edge;
- Green corridors penetrating into the city;

- Designated sites and other features contributing positively to the character of the landscape setting;
- The distribution, physical separation, setting, scale and character of Green Belt villages; and
- A landscape that retains a strong rural character.

7.3.50. The Green Belt Assessment (document ref: C2C-18-01) conclusions in terms of conflicts with the Green Belt purposes and the degree of harm are summarised in Table 7-1 below.

Table 7-1 – Potential Conflicts with Green Belt Purposes

Sector	Sections	National Purpose	Local Purpose	Degree of Harm
Sector A	Sub-sector of route to the south of the West Cambridge site	Potential conflicts with Green Belt Purpose 4 as this section of route may impact the setting and special character of Cambridge when viewed from the west and south-west	Potential conflicts with purposes 1 and 2 in that it would impact the unique character of Cambridge as a compact centre by extending the developed area and purpose 2 in that it may impact the setting of Cambridge when viewed from the west and south-west	Sub-sector of route that runs along the southern edge of West Cambridge, would result in a low degree of harm to Green Belt as a result of the conflict with National Green Belt purpose 4 and Cambridge Green Belt purposes 1 and 2 resulting from changes to the character and setting of Cambridge.
	Sub-sector of route that runs along the existing alignment of the Rifle Range Path.			Sub-sector of route that runs along existing Rifle Range alignment that across undeveloped countryside to the west and south of the existing University athletics ground would result in a moderate degree of harm to Green Belt as a result of the conflict with National Green Belt purpose 4 and Cambridge Green Belt purposes 1 and 2 resulting from changes to the character and setting of Cambridge. With the recommended landscaping mitigation, this could reduce over time to a moderate-low degree of harm.
	Sub-sector of route that runs to the north of the Cambridge University Rugby Club			Sub-sector of route along the of the Rifle Range that would run to the north of the University rugby ground and training pitch would result in a low degree of harm to the character of Cambridge and thus a low degree of harm to Green Belt arising from a conflict with National Green Belt purpose 4 and Cambridge Green Belt purpose 1
Sector B	Sub-sector directly to the north of Coton	Potential conflicts with Green Belt Purpose 4 as this section of route may impact the setting and special character of Cambridge when viewed from the west	Potential conflicts with purpose 2 in that it may impact the setting of Cambridge when viewed from the west	Sub-sector of the route directly to the north of Coton may result in a moderate degree of harm due to the potential conflict with Cambridge Green Belt purpose 2, which also equates to conflict with National Green Belt purpose 4. This would be due to the changes in the setting of Cambridge that result from changes to the character and setting of Coton as village on the outskirts of the city. With the recommended landscaping mitigation, this could reduce over time to a moderate-low degree of harm

Sector C	Sub-sector to the south of the American Cemetery and the A1303 and to the north of Coton	Potential conflicts with Green Belt Purpose 4 as this section of route may impact the setting and special character of Cambridge when viewed from the west	Potential conflicts with purpose 2 in that it may impact the setting of Cambridge when viewed from the west	Sub-sector of the route may result in a moderate degree of harm in close proximity to Coton, due to the potential conflict with Cambridge Green Belt purpose 2, which also equates to conflict with National Green Belt purpose 4. This would be due to the changes in the setting of Cambridge that result from changes to the character and setting of Coton as village on the outskirts of the city. The degree of harm would reduce further west, until there would be no harm in the far western half of the sector. Where there is harm, the recommended landscaping mitigation could reduce it over time to a low or potentially no degree of harm.
Sector D	Sector includes the stretch of the land containing both the A1303 and St Neots Road	No potential conflict	No potential conflict	This sector of the route is anticipated to require limited vegetation removal and will utilise the existing St Neots Road alignment and would therefore result in no or limited harm and so would not conflict with Green Belt purposes.
Sector E	The Proposed Scotland Farm Travel Hub	The development within this sector would be entirely located within the undeveloped countryside. This would introduce development into an area where some existing built development is visible, and which is influenced albeit limited by the presence of the A428. This would result in conflict with National Green Belt purpose 3, which consequently would conflict National Green Belt purpose 4. The location of the proposed Travel Hub is considered far enough from existing settlements to prevent settlements merging into one another, avoiding conflict with National Green Belt purpose 2.	Potential conflicts with purpose 2 in that it may impact the setting of Cambridge when viewed from the west. The location of the proposed Travel Hub is considered far enough from existing settlements to prevent settlements merging into one another, avoiding conflict with Cambridge Green Belt purpose 3.	The proposed Travel Hub would introduce development into a currently undeveloped area, although the areas is influenced by the presence of the A428 which does diminish the rural character within the south of Sector E. The retention of vegetation to the north, west and particularly to the south would help to limit this encroachment, but visibility from the east would be open until any proposed vegetation becomes established. This would result in a medium degree of encroachment beyond an area currently partially contained by the hedgerow and a resulting in a moderate degree of harm to Green Belt arising from the impact on openness and a conflict with National Green Belt purpose 3, Cambridge Green Belt purpose 2 and National Green Belt purpose 4. Significant planting is proposed along the eastern side of the Travel Hub (Callow Brook Amenity area) that would reduce this conflict over time to a moderate-low degree of harm to Green Belt purposes.

GREEN BELT - VERY SPECIAL CIRCUMSTANCES

- 7.3.51. If it is determined that the Proposed Development constitutes inappropriate development in the Green Belt then it is considered that very special circumstances for the Project exist.
- 7.3.52. It is considered that there is strong policy support at both national and local level as a sustainable form of development that meets the three overarching objectives of such development as set out in Paragraph 8 of the NPPF 2021. These are summarised below:
- The economic objective - The Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of Cambridge city. Between 2011 and 2031, there is planning for an additional 8,000 new homes set for development in the Cambourne to Cambridge area and 44,000 new jobs to be created in or around the city. A public transport route running regular, quality services will provide a vital connection for growing communities to access jobs, services and other opportunities. The Proposed Development will provide this link and will unlock growth by linking key employment, education and housing sites together, and with the city centre.
 - The social objective - In terms of social benefits the Proposed Development will support the promotion of healthy communities by providing a significantly improved public transport system together with additional benefits in terms of cycle and pedestrian enhancement between Cambourne to Cambridge. This will result in a likely modal shift change and more people cycling and walking to work. In addition, by alleviating congestion, the Project will also support the required housing and employment growth along the A428 Corridor. This is required in order to meet the objectively assessed housing and employment needs of Cambridge City and South Cambridgeshire District Council, as identified in evidence based documents in their emerging Local Plans.
 - The environmental objective - The full environmental impact of the Project has been assessed as part of the EIA process and reported in the ES that accompanies the draft Order application (document ref: C2C-09-01, C2C-10-01 and C2C-11-01). The environmental impacts including both the reported adverse and beneficial effects have been reported in the ES that accompanies the draft Order application (document ref: C2C-09-01, C2C-10-01 and C2C-11-01) and are considered in sections x to x above. At a high level the Project is likely to provide a clear benefit in terms of reducing greenhouse gases such as CO₂ and other emissions associated with private vehicular trips and the current congestion experienced along the A428/A1303 corridor, improving air quality, biodiversity and is considered to accord with national and local planning policies on climate change and greenhouse gas emissions. It will improve the quality of life of local communities by reducing road traffic congestion and other negative impacts such as noise pollution and will provide ecological and landscape enhancements along its proposed route. Where necessary the design of the Proposed Development has been revised to preserve or enhance the environment as described in sections 7.10 below.
- 7.3.53. The Project is considered to meet the above objections with these considered to weigh significantly against the presumption to avoid 'inappropriate' development in the Green Belt.
- 7.3.54. The Project will also deliver significant benefits in respect of relieving of traffic congestion (see section 7.8 of this statement) and will support development and growth within the wider Greater Cambridge region. Collectively, these issues should be afforded material weight as very special circumstances, which would outweigh any perceived harm should the proposed Development be considered inappropriate development in the Green Belt.

7.4 IMPACTS ON OPEN SPACE

- 7.4.1. The Proposed Development will result in the loss of existing Open Space land (either permanently or temporarily) that is:
- currently designated Open Space in the relevant Local Plan;
 - undesignated areas that fulfil at least one of the criteria to assess Open Space included within Appendix I of the Cambridge Local Plan 2018. This has separate criteria for ‘environmental’ and ‘recreational’ importance; or
 - land that is actively used by the public for informal recreational or sports purposes.
- 7.4.2. The Planning Statement is accompanied by an Open Space Assessment (doc ref: C2C-19-01). This section of the statement sets out a summary of the methodology for the Open Space Assessment and its conclusions including its accordance with the planning policy framework and associated guidance on the compulsory acquisition of land (The Land Acquisition Act 1981).
- ### SUMMARY OF OPEN SPACE ASSESSMENT METHODOLOGY
- 7.4.1. The first stage of the assessment involved a desktop assessment, using aerial photographs, adopted policy maps/evidence documents from the relevant Local Plans and a site visit to assess the 178 and plots within the Order limits (as identified on the Land and Works Plans (C2C-12-01)).
- 7.4.2. Each land plot was then assessed to identify areas of potential Open Space that may be impacted by the Project, either in the construction or operational phases. Each of the land plots were assessed and sifted to remove areas of land that clearly did not meet the criteria for Open Space land i.e. areas such as highways, footways or areas of verge. The land plots as shown in Table 7-1 were considered to have potential to be Open Space land.
- 7.4.3. Each of the land plots as set out in Table 7-1 was further assessed in line with the definitions of Open Space in both the planning policy framework and the 1981 Act. Site surveys were undertaken to support this stage. Table 3-4 in the Open Space Assessment (document ref: C2C-19-01) provides a summary of this assessment which is further summarised below in Table 7-1 below.

Table 7-2 – Land Plots Considered to meet definition of Open Space

Location	Land Plot no.	Open space as defined in the planning policy framework	Open space as defined in the 1981 Act
Land between Sterling Way and Broadway – Cambourne South Cambridgeshire District Council	1-002	No	No
	1-003		
	1-008		
Land to the east of the M11 – Cambridge City Cambridge City Council	14-152	Yes	Yes
	14-153		
	14-154		

Location	Land Plot no.	Open space as defined in the planning policy framework	Open space as defined in the 1981 Act
	14-157		
	14-155		
	14-156		
	14-158		
Land south of the Cambridge University Sports Facility – the ‘Top Pitch’ Cambridge City Council	16-164	No	No
Rifle Range Path Cambridge City Council	16-178	No	No
Land west of the University Rugby Club - University Rugby Club practice pitch Cambridge City Council	16-178 16-181	Yes	No
Entrance off Grange road to the Rifle Range Path, Cambridge Cambridge City Council	17-182		

- 7.4.4. Where the Proposed Development was considered to impact land that was considered to meet the definition of Open Space in the planning policy framework as set out in Table 7-1 above, the impacts (both temporary and permanent) were assessed in terms of accordance with the planning policy framework in Section 4 of the Open Space Assessment (document ref: C2C-19-01).
- 7.4.5. Where the Proposed Development was considered to impact land that was considered to meet the definition of Open Space in the 1981 Act as set out in Table 7-2 above, the permanent loss of this land and the need to provide exchange land was assessed in Section 5 of the Open Space Assessment (document ref: C2C-19-01). An assessment of suitable sites was undertaken with a preferred option chosen that forms part of the final Order.
- 7.4.6. The summary outcomes of the Open Space Assessment (document ref: C2C-19-01) in terms of temporary and permanent impacts in planning policy terms are set out below.

LAND TO THE EAST OF M11

- 7.4.7. The Order is seeking Unrestricted Powers to Acquire Land in land plots 14-152, 14-153, 14-154, 14-157, 14-155, 14-156 and 14-158 with deemed planning permission sought for the permanent placing of structures including the overbridge, its embankments, the diversion of the Bridleway along with permanent landscaping. Powers of Limited Temporary Land Use are sought for land 14-156 and 14-158 to facilitate construction of the above works.
- 7.4.8. The land to the east of the M11 and south of the A1303 is required as part of the Project for the construction and permanent placing of infrastructure including a new overbridge over the M11 and the diversion of the existing Bridleway (Cambridge Definitive Right of Way Map Ref: 39/30). These works will carry the busway over the existing M11 Motorway.
- 7.4.9. The entirety of land plots 14-154 and 14-157 are designated as Protected Open Space and are located within a designated City Wildlife Site in the Cambridge City Local Plan 2018. The western portions of land plots 14-155, 14-156 and 14-158 are also designated Protected Open Space and located within the same designated City Wildlife Site in the Cambridge City Local Plan 2018.
- 7.4.10. The relevant portions of the land plots are identified as Natural and Semi-Natural Green Spaces in the Cambridge City Council Open Spaces and Recreation Strategy 2011 (Identified as NAT 23 'M11 verge and scrub land east of M11'). The NAT 23 site is noted in the Strategy as privately managed and 2.27 hectares in area,
- 7.4.11. The Cambridge Open Space and Recreation Strategy 2011 stated that the site was of 'Environmental Importance' but not of 'Recreational Importance'.

Accordance with the Planning Policy Framework

- 7.4.12. Land plots 14-152, 14-153, 14-154, 14-157, 14-155, 14-156 and 14-158 are located within the administrative area of Cambridge City Council.
- 7.4.13. Both the harm to the character and the temporary and/or permanent loss of areas of designated Protected Open Space in line with Policy 67 of the Cambridge City Local Plan 2018 are considered under the below headings. The supporting text to Policy 67 also states that '*Consideration should also be given to how they link with the wider ecological network and enhance biodiversity*'.

Temporary Impacts

- 7.4.14. The Proposed Development will result in the temporary loss of 3250m² approx. of Protected Open Space as part of land plots 14-156 and 14-158 to allow for temporary construction works to facilitate the Project.
- 7.4.15. In line with Policy 67 of The Cambridge Local Plan 2018, the temporary harm that these construction works may have on the character on the remaining areas of Open Space outside of the Order Limits has been undertaken with significant effects reported as part of the accompanying ES (document ref: C2C-10-11).
- 7.4.16. Potential harm during the construction phase in terms of impacts on users of the site including visual impacts, as well as ecological impacts are assessed as part of the below Technical Reports of the ES (document ref: C2C-10-11).

Community and Human health, land use and land take impacts – Construction Phase

- 7.4.17. ES Technical Report 4 – Community and Human health, land use and land take - (C2C-XXX-XXX)

Technical Report incomplete March 2023

Visual Impacts – Construction Phase

- 7.4.18. Technical Report 8 (Landscape and Visual Assessment) of the accompanying ES (document ref: C2C-10-11) has assessed the visual effects of the Proposed Development on users of the existing Bridleway (Cambridge Definitive Right of Way Map Ref: 39/30) that runs through the site.
- 7.4.19. The sensitivity of Bridleway is considered low, and the magnitude of change is moderate-major during the construction phase. Therefore, the ES reports that there is likely to be a temporary, short-term moderate adverse (significant) effect on the users of the Bridleway during the construction phase.

Ecology impacts – Construction Phase

- 7.4.20. Technical Report 5 (Ecology) of the accompanying ES (document ref: C2C-10-11) has assessed the ecology effects of the Proposed Development on the non-statutory City Wildlife Site at this location.
- 7.4.21. Approximately 0.4ha of the M11 scrub will be removed from the 2.27ha site, which has already been impinged by the West Cambridge development. No rare or notable plant species were recorded in the affected part and this area has begun to succeed to woodland, rather than scrub which the site was originally designated for.
- 7.4.22. A short term temporary local scale adverse effect on ecology at the site associated with the loss of habitat is reported during the construction phase.

Permeant Impacts

- 7.4.23. Potential harm during the operational phase in terms of impacts on users of the site including visual impacts, as well as ecological impacts are assessed under the following Chapters of the ES:

Community and Human health, land use and land take impacts – Operational Phase

- 7.4.24. Technical Report 4 (Community and Human health) of the accompanying ES (document ref: C2C-10-11) has assessed the impacts of the permanent loss associated with the permeant land take associated with the overbridge and embankments associated with the M11 overbridge.
- 7.4.1. The area of allocated Protected Open Space to be lost permanently as part of land plots plots 14-152, 14-153, 14-154, 14-157 and 14-155 in this location will be 5,200m² approx. This would be 22% approx. of the total extent of the existing Protected Open Space allocation (stated to be 22,700m²).
- 7.4.2. In line with Paragraph 99 of the NPPF 2021 and Policy 67 of The Cambridge Local Plan 2018, the Project proposes as part of the Order to provide replacement Open Space at TBC to mitigate the loss to users of this existing Open Space.
- 7.4.3. Policy 67 requires that the Open Space must be replaced with Open Space to an equal or better standard than that which is proposed to be lost in terms of quality, quantity and access. An assessment of the land plots to be permanently acquired in terms of quality, quantity and access and the proposed replacement land is set out further in Section 5 of the Open Space Assessment (document ref: C2C-19-01)

Visual Impacts – Operational Phase

- 7.4.4. Technical Report 8 (Landscape and Visual Assessment) of the accompanying ES (document ref: C2C-10-11) has assessed the visual effects of the Proposed Development on users of the existing

Bridleway (Cambridge Definitive Right of Way Map Ref: 39/30) at this location during the operational phase.

- 7.4.5. The sensitivity of the users of the Bridleway at this location is considered low, and the magnitude of change on a winter's day at year 1, is major. Therefore, there is likely to be a semi-permanent, medium-term moderate adverse (significant) visual effect on the users of the Bridleway at Year 1 following construction.

Ecology impacts – Construction Phase

- 7.4.6. Technical Report 5 (Ecology) of the accompanying ES (document ref: C2C-10-11) has assessed the ecology effects of the Proposed Development on the non-statutory City Wildlife Site at this location.
- 7.4.7. The loss of habitat will be permanent at the site will be permanent. Following the implementation of embedded and additional mitigation measures as set out in the ES and draft CoCP, no significant ecology effects on this non-statutory designated City Wildlife Site during the operational phase are predicted.

7.5 LAND SOUTH OF THE CAMBRIDGE UNIVERSITY SPORTS FACILITY - 'THE 'TOP PITCH'

- 7.5.1. The Project is seeking Unrestricted Powers to Acquire Land along the southern boundary of what is referred to as the 'Top Pitch' - a rugby training pitch, forming part of the University Sports facility (as part of land plot 16-164).
- 7.5.2. The Project requires this area of land for landscaping along the northern boundary of the route that will replace the existing hedge with species rich hedgerow planting following construction. The proposed land take will not reduce the active playing pitch area.
- 7.5.3. The majority of the land plot is designated as Green Belt in the Cambridge Local Plan 2018 and is not designated as Protected Open Space. An area of Protected Open Space (the University Athletics Track) is located approx. 100m to the north, identified in the Cambridge City Local Plan 2018 and as SPO 52 in the Cambridge City Open Space and Recreation Study 2011 – the project is not proposing any land take/works within this designation.
- 7.5.4. The pitch is noted to be in private ownership with access available through the University Sports Club to the north.
- 7.5.5. As the Top Pitch site is not designated as Protected Open Space nor identified in the Cambridge City Open Space and Recreation Strategy 2011, the site was further considered against the environmental and recreational importance criteria for undesignated Open Space sites as set out in Policy 67 and Appendix I of the Cambridge City Local Plan. The Open Space Assessment (doc ref: C2C-19-01) concluded that the Top Pitch was of neither 'environmental' nor 'recreational' importance in line with the criteria set out in Appendix I of the Cambridge City Local Plan 2018

Accordance with the Planning Policy Framework

- 7.5.6. Land plot 16-164 is located within the administrative area of Cambridge City Council.
- 7.5.7. The area of land to be lost permanently within the boundary of the Top Pitch as part of land plot 16-144 will be 500m² approx. The Top Pitch site is note to 1.37ha in area. This would be 3.5% approx. of the total extent of the existing Top Pitch site.

- 7.5.8. As the area of land to be acquired along the southern boundary of the Top Pitch is not designated Protected Open Space and is not considered to be of environmental or recreational importance, it is considered that it does not meet the criteria for Open Space in the Cambridge Local Plan 2018. The permanent loss of this area of land is therefore not considered to require replacement land in line with Paragraph 99 of the NPPF 2021 and Policy 67 of the Cambridge Local Plan 2018 no is an assessment of harm on such land required.
- 7.5.9. It is considered that this portion of land plot 16-164 should be assessed in terms of the projects impacts on a sports facility in line with Policy 73: Community, sports and leisure facilities in the Cambridge City Local Plan 2018 noting its use as a rugby training pitch.

Temporary and Permeant Impacts

- 7.5.10. It is considered that the construction phase of the Proposed Development will not obstruct the use of the Top Pitch as sports facility, with active pitch not impacted by the works.
- 7.5.11. It is considered that the permanent acquisition of an area of the Top Pitch site does not constitute a loss of a sports facility as the proposed works and land take will not impact the active playing pitch area, with the proposed landscaping works replacing the existing boundary hedges with permanent species rich hedgerow planting.
- 7.5.12. The loss of a minor area of the Top Pitch, outside of the active playing pitch along its southern boundary to facilitate soft landscaping is therefore not considered to require further assessment in line with Policy 73 of the Cambridge Local Plan 2018.

7.6 LAND WEST OF THE UNIVERSITY RUGBY CLUB - UNIVERSITY RUGBY CLUB PRACTICE PITCH – LAND PLOTS 16-155 AND 16-157

- 7.6.1. The Project is seeking Unrestricted Powers to Acquire Land in the northern portion of the University Rugby Club Practice Pitch as part of land plot 16-178.
- 7.6.2. The Project is also seeking temporary acquisition powers over the remainder of the University Rugby Club Practice Pitch to the south, for a temporary construction area and compound as part of land plot 17-181.
- 7.6.3. The University Rugby Club Practice Pitch is noted to 1.25ha in area and is in private ownership with access only available from Grange Road via the Rifle Range Path that is also in private ownership.
- 7.6.4. The entirety of the University Rugby Club Practice Pitch is designated Protected Open Space in the Cambridge Local Plan 2018 and is designated as an Outdoor Sports Facilities (SPO 54 - University Rugby Club Practice Ground) in the Cambridge Open Space and Recreation Strategy 2011.
- 7.6.5. The Cambridge Open Space and Recreation Strategy 2011 stated that the site was of both 'environmental' and 'recreational' importance.

Accordance with the Planning Policy Framework

- 7.6.6. Land plots 16-178 and 17-181 are located within the administrative area of Cambridge City Council with temporary impacts or permanent acquisition required to be assessed in line with Policy 67 of The Cambridge Local Plan 2018.

- 7.6.7. As a sports facility the land should also be assessed in terms of the Projects impacts on a sports facility in line with Policy 73: Community, sports and leisure facilities in the Cambridge City Local Plan 2018.

Temporary Impacts

- 7.6.8. The area of allocated Protected Open Space where only temporary powers are sought as part of the Order to facilitate construction as part of land plot 16-157 in this location will be 9995m² approx. This would be 80% approx. of the total extent of the existing Protected Open Space. This loss will be temporary only, with the site returned to its original use as a rugby practice pitch post the construction phase in 2027.
- 7.6.9. Potential harm during the construction phase in terms of impacts on users of the site including visual impacts, as well as ecological impacts are assessed as part of the below Technical Reports of the ES (document ref: C2C-10-11).

Community and Human health, land use and land take impacts – Construction Phase

- 7.6.10. ES Technical Report 4 – Community and Human health, land use and land take - (C2C-XXX-XXX)
Technical Report incomplete March 2023

Visual Impacts – Construction Phase

- 7.6.11. Technical Report 8 (Landscape and Visual Assessment) of the accompanying ES (document ref: C2C-10-11) has assessed the visual effects of the Proposed Development on residential Receptors along the Rifle Range Path that runs along the northern boundary of the rugby practice pitch (Receptor 35). The Rifle Range is noted to be private land and so is not a recognised view of value for the wider public.
- 7.6.12. The sensitivity of view is considered medium, and the magnitude of change associated with the construction phase is considered minor. Therefore, there is likely to be a temporary, short-term slight adverse (not significant) effect on R35 – Rifle Range.

Ecology impacts – Construction Phase

- 7.6.13. The rugby practice pitch is not a statutory or non-statutory designated site for ecology with surveys not highlighting any significant habitats or species. Technical Report 5 (Ecology) of the accompanying ES (document ref: C2C-10-11) reports no significant effects on ecology at this site during the construction phase.

Permeant Impacts

- 7.6.14. Potential harm during the operational phase in terms of impacts on users of the site including visual impacts, as well as ecological impacts are assessed under the following Chapters of the ES:

Community and Human health, land use and land take impacts – Operational Phase

- 7.6.15. The area of allocated Protected Open Space to be acquired permanently as part of land plot 16-178 in this location will be 2400m² approx. This equates to 19% approx. of the total extent of the existing Protected Open Space allocation.
- 7.6.16. The busway will run along the northern boundary of the Protected Open Space with provision for groundworks to raise the ground levels through cut and fill to cater for the busway that will run along the northern boundary of the practice pitch. Soft landscaping (grassland) is proposed to run along

the southern boundary of the proposed route. The existing fence at this location will be reinstated as the boundary of the University Rugby Club Practice Pitch with a permanent access created at its eastern end off Rifle Range Path.

- 7.6.17. As no 'development' beyond ground works to raise ground levels and soft landscaping will be placed within the area of allocated Protected Open Space it is considered that the land in its permanent state will remain Open Space land in line with the criteria for Open Space in the Cambridge Local Plan 2018. The permanent acquisition of this land is therefore not considered to require replacement land in line with Paragraph 99 of the NPPF 2021 and Policy 67 of the Cambridge Local Plan 2018 as it will remain the same typology as existing e.g. Open Space land.
- 7.6.18. It is considered that the permanent acquisition of an area of the rugby practice pitch does not constitute a loss of a sports facility as the proposed works and land take will not impact the active playing pitch area in its permanent state, with the proposed landscaping works replacing the existing area of grassland like for like.
- 7.6.19. The loss of a minor area of the rugby practice pitch along its northern boundary to facilitate soft landscaping is therefore not considered to require further assessment in line with Policy 73 of the Cambridge Local Plan 2018.

Visual Impacts – Operational Phase

- 7.6.20. Technical Report 8 (Landscape and Visual Assessment) of the accompanying ES (document ref: C2C-10-11) has assessed the visual effects of the Proposed Development on residential Receptors along the Rifle Range Path that runs along the northern boundary of the rugby practice pitch (Receptor 35) during the operational phase.
- 7.6.21. The sensitivity of R35 – Rifle Range is medium, and the magnitude of change on a winter's day at year 1, is minor-moderate. Therefore, there is likely to be a semi-permanent, medium-term slight-moderate adverse (not significant) effect on R35 – Rifle Range at Year 1.
- 7.6.22. Removal of the existing tree line is required along the northern boundary of the rugby pitch as part of both the construction phase. However no trees within the relevant land plots are protected and the land plots are not located within a Conservation Area. A number of the trees to the north of the rugby sports pitch are protected via Tree Preservation Orders.
- 7.6.23. The proposed permanent planting at this location would establish over time and help integrate the Proposed Development into the landscape. The magnitude of change on a summer's day at year 15 would remain minor-moderate. Therefore, there is likely to be a permanent, long-term slight-moderate adverse (not significant) effect on receptor R35 at Year 15.

7.7 ENTRANCE AREA OFF GRANGE ROAD

- 7.7.1. The Project is seeking Unrestricted Powers to Acquire Land along the northern boundary of the Cambridge University Rugby Club. The site is noted to be in private ownership with access only available through the University Sports Club to the north.
- 7.7.2. The Order is seeking Unrestricted Powers to Acquire Land in the land plots with deemed planning permission sought for the permanent placing of the busway carriageway and works as part of the upgrade of the proposed signal controlled junction with Grange Road.

- 7.7.3. The eastern corner of the land plot is noted to be located within the Protected Open Space designation in the Cambridge City Local Plan 2018 and is designated as an Outdoor Sports Facilities (SPO 53) in the Cambridge Open Space and Recreation Strategy 2011.
- 7.7.4. The Cambridge Open Space and Recreation Strategy 2011 concludes that the overall SPO 53 site is of both 'Environmental Importance' and 'Recreational Importance'. However the Open Space Assessment (document ref: C2C-19-01) concludes that land plot 17-182 is not considered to be of Environmental Importance as it is an area of low quality habitat consisting of verge beside the Rifle Range Path with grassed areas and some limited tree planting. It is not considered to make a major contribution to Cambridge in terms of its setting with no historical or cultural interest. The land plot is also not considered to be of 'Recreational Importance' as it is an area of verge beside the Rifle Range Path with grassed areas and some limited tree planting. Its primary function is not that of Open Space as it is private ownership, has none or limited environmental value and is not used by the public for recreational purposes.

Accordance with the Planning Policy Framework

- 7.7.5. The land plot is located within the administrative area of Cambridge City Council with temporary impacts or permanent acquisition required to be assessed in line with Policy 67 of the Cambridge Local Plan 2018.
- 7.7.6. As the land plot lies within a designated sports facility this area should also be assessed in terms of the Projects impacts on a sports facility in line with Policy 73: Community, sports and leisure facilities in the Cambridge City Local Plan 2018.

Temporary Impacts

- 7.7.7. In line with Policy 67 of The Cambridge Local Plan 2018, the temporary harm that these construction works may have on the character on areas of Open Space has been undertaken with significant effects reported as part of the accompanying ES.
- 7.7.8. The temporary loss of a sport facility is not assessed under Policy 73: Community, sports and leisure facilities in the Cambridge City Local Plan 2018 as the land plot is not an area used as sports facility.
- 7.7.9. Potential harm during the construction phase in terms of impacts on users of the site including visual impacts, as well as ecological impacts are assessed as part of the below Technical Reports of the ES (document ref: C2C-10-11).

Community and Human health, land use and land take impacts – Construction Phase

- 7.7.10. ES Technical Report 4 – Community and Human health, land use and land take - (C2C-XXX-XXX)
Technical Report incomplete 2 March 2023

Visual Impacts – Construction Phase

- 7.7.11. It is not considered that land plot 17-182 provides a visual amenity as it is an area of verge beside the Rifle Range Path with grassed areas and some limited tree planting viewed against the boundary fence of the rugby club.

Ecology impacts – Construction Phase

- 7.7.12. Land plot 18-158 is not a statutory or non-statutory designated site for ecology, with surveys not highlighting any significant habitats or species. Technical Report 5 (Ecology) of the accompanying

ES (document ref: C2C-10-11) reports no significant effects on ecology at this location during the construction phase.

Permeant Impacts

- 7.7.13. The area of allocated Protected Open Space to be acquired permanently as part of land plot 17-182 in this location will be 180m² approx. This equates to 1% approx. of the total extent of the existing Protected Open Space allocation. However it is considered that the area of Protected Open Space does not meet the definition of Open Space as set out in the Local Plan. The area of land is neither considered of environmental nor recreational importance as it is an area of hardstanding, verge and an area of tree planting with semi-mature vegetation located outside the fence of the rugby club - the primary function is not as Open Space.
- 7.7.14. The permanent acquisition of this land plot is therefore not considered to require replacement land in line with Paragraph 99 of the NPPF 2021 and Policy 67 of the Cambridge Local Plan 2018 as it is not Open Space land.
- 7.7.15. It is considered that the permanent acquisition of this does not constitute a loss of a sports facility as the proposed works and land take will not impact the active playing pitch area. The loss of a minor area of verge outside of the rugby club fence along its northern boundary to facilitate soft landscaping is therefore not considered to require further assessment in line with Policy 73 of the Cambridge Local Plan 2018.

MITIGATION DURING CONSTRUCTION PHASE AND EFFECTS

- 7.7.16. In line with Policy 67 of The Cambridge Local Plan 2018, the temporary harm that these construction works may have on the character on areas of Open Space has been undertaken with significant effects reported as part of the accompanying ES.
- 7.7.17. Mitigation measures will be implemented to minimise the effects on the Open Space land affected by the Project during the construction phase in terms of maintaining the existing Open site environmental and recreational importance:
- 7.7.18. The following measures are proposed and are also included in the draft CoCP (C2C-26-01):
- Screening of construction activities through hoarding etc. to minimise disruption to remaining areas of Open Space land outside of Order Limits;
 - Preparation of ecology site management plans and protected species licences to include the information above (where appropriate) for:
 - terrestrial habitats; wetland habitats; and
 - other protected and/or notable species as appropriate (e.g. badgers, birds, freshwater fish - including migratory species and their migration patterns, water vole, white-clawed crayfish, common reptiles, invertebrates, and Schedule 9 (Wildlife and Countryside Act 1981, as amended) invasive species, such as Japanese knotweed).
 - Management measures for potential ecological impacts include measures relating to:
 - Lighting;
 - Control of dust;
 - Protection of retained habitat, including trees;
 - Control of noise and vibration; and
 - Control of water quality and flow

- Where vegetation removal is proposed, replacement planting or measures to enable re-growth will be implemented, as set out on the Indicative Landscape Drawings (C2C-16-01).
- Further details (including planting plans) will be included within the landscape design to be submitted to the relevant local planning authority for approval to discharge the relevant deemed planning condition.

- 7.7.19. The requirements of the draft CoCP (C2C-26-01) will apply to the whole of the Project. The requirements will be supplemented by a Local Environmental Management Plan (LEMP) that will be approved by the relevant local authority area, secured through a planning condition as included within the Request for Deemed Planning Permission (document ref: C2C-14-01).
- 7.7.20. The LEMP will include a number of measures by topic that are specific to the local authority area, as set out in Section 4 onwards of the draft CoCP (C2C-26-01):. The LEMP will build on the general environmental requirements given below and will set out how the project will adapt and deliver the required environmental and community protection measures.
- 7.7.21. The Principal Contractor will engage with the local communities, local authorities and other stakeholders in order to develop the LEMP.
- 7.7.22. The LEMP will address specific environmentally sensitive worksites, focusing on mitigation, compensation and monitoring requirements, with opportunities for enhancement in relation to identified environmental topics.
- 7.7.23. Retention of access to all land plots where reasonably practicable to do so, taking account of safety issues in terms of potential conflict between users and construction works will be provided by the Project.
- 7.7.24. A temporary diversion of Bridleway (Cambridge Definitive Right of Way Map Ref: 39/30) is provided for in the Order (Schedule x) to maintain public access through the existing open Space site and to mitigate harm to users of the Open Space Land to the east of the M11.

Residual Temporary effects

- 7.7.25. Considering the mitigation set out in the draft CoCP and to be developed as part of the LEMP, Technical Reports 4 (Community), 5 (Ecology) and 8 (landscape and Visual) of the accompanying ES (document ref: C2C-10-11), considered that no significant effects against each of these environmental factors during the construction phase will occur. Any effects will be temporary in nature and so it is considered that any harm to the areas of Open Space land as required to be assessed in :Policy 67 of the Cambridge City Local Plan 2018 will be temporary in nature and not significant.

PERMANENT MITIGATION AND EFFECTS

- 7.7.26. Mitigation measures will be implemented to minimise the effects on the Open Space land affected by the Project during its operational phase. The following mitigation measures will be implemented to minimise effects on users of Open Space land:
- Replacement planting or measures to enable re-growth will be undertaken in line with the indicative landscape drawings, with further details (including planting plans) included within the landscape design to be submitted to the local planning authority for approval to discharge the relevant deemed planning conditions. Replacement planting and habitat is proposed at the following locations:

- Land plots 14-134, 14-135 and 14-136 (land to the east of the M11 overbridge)- Native woodland planting is proposed to the north and south of the proposed M11 overbridge embankments, with wildflower grassing on the embankments and further individual tree planting also proposed to provide screening for the embankment works (Indicative Landscape Plan Sheet 14 of 17);
- Land Plot 16-144 (Top Pitch) – enhanced vegetation with wildflower grassing will be provided to replace the removed boundary vegetation along the southern boundary of the Top Pitch (Indicative Landscape Plan Sheet 17 of 17);
- Land Plot 16-155 (Rugby Practice Pitch) – the existing fence will be replaced at this location with wildflower grassing provided (Indicative Landscape Plan Sheet 17 of 17); and
- Land Plot 18-158 (Entrance off Grange Road Rugby) – Individual tree planting is proposed at this location to replace areas of planting removed (Indicative Landscape Plan Sheet 17 of 17).
- Potential Open Space site x is to be acquired in order to provide replacement/exchange land to replace that being permanently acquired in land plots x, x and x); and
- Landscape scheme to be developed for Potential Open Space site x is and implemented following approval of the landscape design by the local planning authority, to discharge the relevant deemed planning condition. An indicative landscape layout has been submitted as part of the request for deemed planning permission.

RESIDUAL PERMANENT EFFECTS

- 7.7.27. Location of replacement Open Land subject to final outcomes of land negotiations with relevant existing and proposed owners – incomplete March 2023

7.8 TRAFFIC AND TRANSPORT IMPACTS

- 7.8.1. Paragraph 113 of the NPPF 2021 states that “*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*”

- 7.8.2. The Application is accompanied by a Transport Assessment (C2C-25-01) in line with Paragraph 113 of the NPPF 2021. This sets out the baseline transport conditions within a defined study area including:

- travel patterns within the study area and journey to work data from the 2011 Census analysis;
- the existing active travel network (cycling and walking);
- the existing pedestrian network;
- the existing public transport network; and
- the existing highway network

- 7.8.3. The Transport Assessment concludes in relation to the operational phase of the Proposed Development will enable rapid and frequent bus services to serve the new development sites coming forward to the west of Cambridge. It will provide a direct bus route between Cambourne and Cambridge – stopping at the University’s West Cambridge site en route - which will encourage future occupants to travel by bus and reduce reliance on the private car.

- 7.8.4. The busway will pass to the north of the villages of Hardwick and Coton. Residents from those villages will be able to take advantage of the busway and travel directly into Cambridge, by walking, cycling or by bus.
- 7.8.5. The Travel Hub will intercept car trips on the A428 which would otherwise travel into Cambridge. Changing travel mode from car to the bus should enable car drivers to avoid congestion on the A1303 nearer to Cambridge and result in overall shorter journey times.
- 7.8.6. By intercepting car trips on the A428, the new Travel Hub will free up capacity at the existing Madingley Road park and ride side.
- 7.8.7. The summary of traffic and transport effects resulting from the construction and operational phases of the Proposed Development are presented within Table 10-1 and Table 10-2 of Technical Report 12 (Traffic and Transport) of the accompanying ES (document ref: C2C-10-11). As detailed within Table 10-1 and Table 10-2, the levels of effect, pre-mitigation, and the associated residual effects, post mitigation, are all either minor to moderate or lower. As such, the transport effects of the Proposed Development are considered to be not significant.
- 7.8.8. In terms of mitigation during the construction phase, monitoring of freight traffic and construction workforce movements through a Construction Traffic Management Plan (CTMP) will be undertaken with a Construction Travel Plan prepared to manage and also monitor construction workforce movement to and from the proposed construction compounds/sites.
- 7.8.9. Four public rights of way will be directly affected during construction, namely:
- FP66/17 between A1303 and Madingley Road in Hardwick, and approximately 2.9km long.
 - FP114/6, between A1303 and Worcester Avenue in Hardwick, and 70m long.
 - FP55/2, between A1303 and Whitwell Way in Coton, and approximately 700m long
 - Bridleway 39/30, between bridleway 39/112 and the A1303, and approximately 600m long.
- 7.8.10. It is proposed that pedestrian, cyclist and equestrian access along all footways and public rights of way will be maintained during construction, with careful management of crossing points and diversions where necessary. On this basis, only the diversion of Bridleway 39/30 will result in a significant adverse effect, which is part of the previously referenced permanent effect.
- 7.8.11. Overall, of the Proposed Development will provide the opportunity for persons travelling to Cambridge from the west to make that journey by walking, cycling or by bus, rather than by car. The Proposed Development is considered to have an overall beneficial effect on the environment by encouraging mode shifts to more sustainable modes and reducing the impact on air quality, road safety and noise.
- 7.8.12. At a national level the Proposed Development is considered to accord with the Paragraphs 105 and 112 of NPPF 2021 as it will limit the need to travel by private vehicle and offer an increased choice of public transport and active travel modes to existing and proposed significant developments such as the Cambourne West, Bourn Airfield and West Cambridge developments.
- 7.8.13. At a regional level the Proposed Development is consistent with the goals of the draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (2022) and the draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan to provide an accessible transport system that delivers economic growth and opportunities, and protects and enhances the environment to tackle climate change.

- 7.8.14. At the local level the Proposed Development is considered to accord with the relevant sustainable transport policies as set out within the Cambridge Local Plan 2018 and South Cambridge Local Plan 2018. The Proposed Development will provide an accessible transport system that delivers economic growth and opportunities, and protects and enhances the environment to tackle climate change together improving the economic success and quality of life and place in Cambridge in line Policy 1 of the Cambridge Local Plan 2018 and Policy S/2 of the South Cambridgeshire Local Plan 2018.
- 7.8.15. The Proposed Development is also considered to accord with Policy 5 of the Cambridge Local Plan 2018 and Policy TI/2 of the South Cambridgeshire Local Plan 2018 as it will promote sustainable transport modes to the major development sites noted above along with greater pedestrian and cycle priority incorporating public realm improvements along the emergency access track that can be used by cyclists and pedestrians. Cycle parking improvements are also to be provided as part of the Scotland Farm Travel Hub. It will also support the major development sites noted above in achieving the goals of Policy 80 of the Cambridge Local Plan 2018 ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of employment.

Policy 81 of the Cambridge Local Plan 2018 and Policy TI/2 of the South Cambridgeshire Local Plan 2018 requires that a travel plan should accompany all major development proposals. Monitoring of freight traffic and construction workforce movements during the construction phase of will be monitored through the development of route wide Construction Traffic Management Plan and will also monitor construction workforce movement to and from the construction sites. A planning condition to this affect is included as part of the Request for Deemed Planning Permission (document ref: C2C-14-01) that accompanies the draft Order - see Appendix F to this statement.

7.9 HIGH QUALITY DESIGN

- 7.9.1. The importance of good quality design is recognised throughout national and local planning policy.
- 7.9.2. Para 130 of the NPPF 2021 (achieving well-designed places), advises that planning decisions should ensure that developments:
- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) *the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

7.9.3. The Design and Access Statement that accompanies the Order submission (document ref: C2C-17-01), explains the designs evolution including the landscape and highways elements of the of the Project and how consultation has informed this. It demonstrates how the Proposed Development's design process has considered relevant design policy and guidance and how it accords with this at national and local policy level.

7.9.4. (This section relies on the completion of the DAS – incomplete March 2023)

7.10 ENVIRONMENTAL IMPACTS

7.10.1. The below matters have been considered in detail as part of the Environmental Impact Assessment process (EIA). The purpose of an EIA is to ensure that the direct and indirect significant effects (both positive and negative) of the Proposed Development on identified environmental factors is identified, described and assessed in an appropriate manner to inform decision making.

7.10.2. Following the completion of the EIA as reported in the ES (document ref: C2C-10-01) that accompanies the Order application it is considered that the following environmental factors are worthy of further consideration as part of the planning appraisal:

- Best and Most Versatile (BMV) agricultural land;
- Heritage
- Noise & Vibration
- Air Quality
- Greenhouse Gases;
- Landscape and Visual Considerations
- Biodiversity
- Noise & Vibration
- Drainage and Flood Risk
- Soils and Geology
- Materials and Waste
- Climate Resilience

7.10.3. The ES (document ref: C2C-10-01) includes a mitigation register (see section 6.7) that provides a summary of the environmental including landscape mitigation proposed along the route outlined in the documents listed here, together with the environmental objective and a description of the mechanism proposed to secure them. These are presented, alongside a column that provides a reference to where each environmental mitigation is secured in the draft Order documentation.

BEST AND MOST VERSTATILE AGRICULTURAL LAND

7.10.4. Land between Cambourne and the proposed Travel Hub at Scotland Farm is shown by post-1988 agricultural land classification (ALC) maps as being of Grade 2, 3a and 3b quality land. Higher quality Grade 2 areas are associated with lower lying land that align with drainage features, and the route only crosses short stretches of this. ALC maps covering land between Hardwick and the M11 are pre-1988 and are generally less accurate. Although they show land to be Grade 2, it is possibly

of lower quality Grade 3a and 3b TBC on ALC and final Technical Report 11 (Soil, Geology and Land Contamination).

- 7.10.5. Conclusions on areas of BMV incomplete in Technical Reports March 2023 – await outcome of final assessment.

HERITAGE

- 7.10.6. The Application is accompanied by a Historic Environment Desk-Based Assessment (HEDBA) and a Heritage Statement as part of Technical Report 7 (Heritage) of the accompanying ES (C2C-11-01). In line with Paragraph 194 of the NPPF 2021 the HEDBA assesses the impact of the Proposed Development on buried heritage assets and above ground heritage assets within or immediately around the site. The HEDBA also considers impacts on the historic character and setting of designated assets within and beyond the Application Site. The heritage statement provides an understanding of the heritage significance of the West Cambridge Conservation Area.
- 7.10.7. For proposals affecting heritage assets, Paragraph 194 of the NPPF requires an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Section 4 of the HEDBA provides a description of known or potential buried heritage assets and above ground heritage assets within or immediately around the Proposed Development and includes a professional opinion on the likely heritage significance of these assets in Section 5 for buried assets and Section 6 for above ground assets. Section 4 of the heritage statement provides a description of the West Cambridge Conservation Area and associated heritage assets accompanied by a statement of their significance in Section 5.
- 7.10.8. Paragraph 199 of the NPPF states that *'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).'* The impacts of the Proposed Development are assessed in Section 7 of the HEDBA and Section 6 of the Heritage Statement.

Below Ground Heritage – Archaeological Assets

- 7.10.9. The Heritage Statement concludes that archaeological survival is anticipated to be high across 65% within the Application Site where it crosses previously undeveloped agricultural land. The majority of this land is currently under arable cultivation and successive ploughing over time may have truncated potential archaeological features which would lie directly beneath the topsoil.
- 7.10.10. There have been 17 previous archaeological investigations undertaken within the Application Site comprising non-intrusive surveys (aerial photographic, LiDAR and geophysical survey), trial trenching and targeted excavation associated with previous schemes which the present Site overlaps. This is being followed up by a programme of archaeological trial trenching due for completion in Spring 2023 to enable a detailed mitigation strategy to be developed. This would ensure that any archaeological assets were not removed without record prior to construction works.
- 7.10.11. Any archaeological work would need to be undertaken in accordance with a Written Scheme of Investigation in line with Condition 6 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01). The WSI would be approved by the relevant local planning authorities Archaeological Advisor and would protect any underlying archaeology in the area and secure appropriate mitigation in accordance with policy NH/14 of the

South Cambridgeshire Local Plan (2018) and policy 61 of the Cambridge City Council Local Plan (2018).

Above Ground Heritage

- 7.10.12. The Heritage Statement concludes that the Proposed Development would result in 'less than substantial harm' to the West Cambridge Conservation Area (under the terms of the NPPF), which otherwise maintains its leafy tree lined suburban character and views over the fields within the green belt.
- 7.10.13. With regard to Paragraph 199 and 200 of the NPPF 2021, it is also concluded that the proposals would result in less than substantial harm to four buildings; one Grade II*, two Grade II listed buildings and a building of local interest. These are: Clare Hall, Elmside including boundary wall and gate, 48 Grange Road and a locally listed house at 5A & 5B Herschel Road. The proposals will result in visual impacts to the setting of these heritage assets as well as noise impacts from additional bus traffic. All of these heritage assets will maintain their visual prominence within the streetscape and their relationship with other key heritage assets including the West Cambridge Conservation Area.
- 7.10.14. In light of the low levels of harm and the lack of direct physical impact to historic buildings, there are no recommendations for mitigation for above ground heritage assets and so no proposed draft planning conditions are included within the Request for Deemed Planning Permission (document ref: C2C-14-01).

LANDSCAPE AND VISUAL IMPACT

- 7.10.15. The landscape design strategy for the Proposed Development is described in detail within the Design and Access Statement (document ref: C2C-17-01) that accompanies the Request for Deemed Planning Permission (document ref: C2C-14-01).
- 7.10.16. The indicative landscaping proposals through landform modification and planting seek both to limit adverse effects and, where practicable, to enhance aspects of local character and biodiversity along the proposed route. Key landscape and visual receptors have guided the development of the route with their avoidance forming part of the embedded mitigation at areas including:
- The proposed route diverges south from St Neots Road at a point west of Comberton Plantation, so avoiding the plantation;
 - Key areas of existing habitat including hedgerows have been avoided or retained at areas including to the east of Cambourne and north of Bourn Airfield;
 - The route runs off road to the south of the Cambridge American Cemetery and Memorial and a number of registered parks and gardens and the Madingley Wood SSSI to reduce visual impacts;
 - Important tree planting along the route such as Trees protected via Tree Preservation Orders north of the University Rugby Practice Pitch and the existing poplars to the east of Coton Orchard that are to be pollarded to reduce the risk that trees will fall onto the road
- 7.10.17. In terms of likely effects on landscape character Technical Report 8 (landscape and Visual) of the ES (document ref: C2C-10-01) reports that Proposed Development during its construction phase will introduce construction related traffic into the landscape and a notable change in the character of the existing agricultural fields where construction compounds are located as well as those the scheme runs through. However, the temporary nature of construction activities along with embedded

mitigation results in a very short-term effect. When considered alongside the sensitivity of landscape character areas, only Landscape Character Area 4B¹⁸ (Lolworth to Longstowe Wooded Claylands) is considered to be moderate adverse (significant).

- 7.10.18. During the operational phase the Proposed Development will result in the partial loss of areas of arable land by introducing built elements, lighting and vehicles into the landscape. It is predicted that only LCA 4B moderate adverse (significant) at year 1, however following the establishment of embedded mitigation as set out in the of indicative landscape plans (document ref: C2C-xx-xx) at year 15 this would reduce to Slight-moderate adverse (not significant).
- 7.10.19. The Proposed Development would result in moderate adverse (significant) effects visual at a small number of receptors during the construction phase. A large adverse (significant) effect is reported for the users of Public Right of Way (Barton 20/1) when looking north due to short distance views of construction activities introduced into open agricultural fields to the north of Coton.
- 7.10.20. During the operational phase the effects are anticipated to range from neutral to moderate adverse, due to short distance views of the Proposed Development on previously open agricultural fields along the route.
- 7.10.21. As the new planting set out in the indicative landscape plans (document ref: C2C-xx-xx) establishes throughout the operational phase, it will enhance visual amenity and further screen the Proposed Development from the receptors. In this instance following establishment of embedded mitigation planting adverse effects are not anticipated to be significant in any of the visual receptors.
- 7.10.22. As part of the Proposed Development significant new areas of landscaping and biodiversity enhancement are proposed at:
- Bourn Airfield - Creation off woodland/hedgerow habitats adjacent to and surrounding the new attenuation pond to provide dark and green corridor for bats and other wildlife;
 - Semi-mature tree planting surrounding the junction northeast of Wellington Way;
 - Semi-mature tree planting surrounding the junction north of St Neots road and woodland planting to the north;
 - Planting of Semi-mature trees and native woodland to the northwest and north of the Scotland Farm Park and Ride site including the development of an attenuation basin with ecological enhancement creating an amenity area, accessible to the public
 - Clusters of Semi-mature tree proposed around Long Road Junction
 - Bunds created either side of C2C scheme north of Coton;
 - Bat landscaping features (raised bunds) south of Crome-Lea Business Park, north of the reservoir at Coton; and
 - Planting along the sections of the route through the West Cambridge area to its junction with Grange Road.
- 7.10.23. It is considered that the landscape mitigation and enhancements proposed meets the objectives of Chapter 12 of the NPPF 2021 particularly Paragraph 130, with the landscape design principles of

¹⁸ Greater Cambridge Shared Partnership, 2021, Greater Cambridge Landscape Character Assessment

the Proposed Development being sympathetic to local character and history of the area and the setting of Cambridge City, whilst encouraging an innovative solution to the congestion along the A428 and A1303 and supporting the economic, social and environmental objectives of the NPPF 2021 through providing a sustainable form of transport linking areas of increased housing densities along the proposed route.

- 7.10.24. A variety of local planning policies include consideration of landscaping and visual impacts but in summary the mitigation and enhancements provided are considered to accord with Policies 4, 17, 18, 34, 55, 56 and 60 of the Cambridge Local Plan 2018 and Policies S/4, HQ/1, NH/2, NH/6, NH/8, E/2, SC/9 of the South Cambridgeshire Local Plan 2018.
- 7.10.25. Detailed hard and soft landscaping plans will be submitted to the relevant local planning authority in line with Condition 20 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01). These would protect the local landscape and enhance visual amenity in accordance with local policies noted above.

BIODIVERSITY

- 7.10.26. Technical Report 4 (Ecology) of the accompanying ES (document ref: C2C-10-11) describes and contains the detailed findings of the ecological assessment of the Proposed Development.
- 7.10.27. Eversden and Wimpole Woods, located approximately 6.5km south of the Application Site, are together internationally designated as a SAC. A colony of barbastelle *Barbastella barbastellus* (Annex II Species) is associated with the trees in Wimpole Woods
- 7.10.28. The Project has carried out an HRA Screening and Appropriate Assessment in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) – awaiting final assessment
- 7.10.29. Several mitigation measures are included in the Proposed Development to ensure adverse effects on this site and bats are avoided. Potential impacts on bats have been the focus of much of the ecological assessment work undertaken as part of the Project, not least due to the ancient woods in the wider area that provide roosts for them, including the rare barbastelle bat. Although the Proposed Development affects no bat roosts, and the habitat it displaces will be more than replaced, there are certain commuting routes that bats use when travelling between roosts and feeding areas. Surveys have identified where these routes are and, as a result, the Proposed Development includes specific tree planting and mounding (Bat Hop-Overs – see section 5.6 above) to ensure that bats can cross the busway with little risk of collision. The service will, in any case, mostly operate during the daytime. Monitoring of habitats and mitigation features will be undertaken to determine effectiveness of mitigation of likely significant effects and identify any appropriate remedial actions.
- 7.10.30. Other statutorily affected sites, including Madingley Woods SSSI located 260m north and uphill of the Application Site; Caldecote Meadows SSSI, 1.6km south; Hardwick Wood SSSI, 1.7km south; and Eversden and Wimpole Woods SAC will be unaffected, either directly or indirectly, by Proposed Development in terms of impacts on bats.
- 7.10.31. Of the 11 non-statutory sites located within 1km of the Scheme, three are located within the Scheme boundary, namely the Coton Path hedgerow (a county wildlife site), and the scrubland east of the M11 and Bin Brook (both city wildlife sites), will not result in significant effects.

- 7.10.32. A little over 10% of the Coton Path hedgerow (up to ~300m²) will be removed, though no rare or notable plant species were recorded in the affected part. New hedgerows will be planted as part of wider landscaping and ecological compensation measures in the vicinity of the Coton Path hedge. Approximately 360m² of new species rich hedgerow planting is proposed to the south of the existing hedge, in addition to woodland and grassland.
- 7.10.33. The Bin Brook habitat will be subject to negligible land take (30m² and under 0.5% of the designated site). The affected area is already impinged by the existing bridge brick stanchions built into the banks of the brook. The notable pollarded willow trees will be unaffected, and water vole, evidence for which was noted south of the works, are expected to benefit from the wider flood mitigation measures and associated landscaping that will be introduced south of the bridge. The footprint of the new bridge will be similar to the existing structure, and any change to shading on sensitive receptors in the watercourse will be negligible.
- 7.10.34. The area of greatest ecological value is Coton Orchard. This 100-year-old orchard will be crossed by the proposed route. Most of its apple trees are of more recent origin, though 11 original trees remain. All but one will be retained.
- 7.10.35. The orchard is locally valued for its habitats and the different animals these support. The large majority of the orchard will remain and the Proposed Development will include fencing to minimise risk of collisions, as well as underpasses to allow badgers and other wildlife to cross safely. The orchard supports a notable range of insect, including some nationally rare species. The remaining part of the orchard will continue to support these, and new habitat along the route and in adjacent areas will also provide an important refuge for insects and other wildlife.
- 7.10.36. The loss of a little under half a hectare of traditional orchard habitat (which does not include all of Coton Orchard) is predicted to be a likely significant effect, as is the loss at various locations across the Application Site of hedgerows (around 1.3km) and mixed deciduous woodland (a little under two hectares). Much of its importance to wildlife will be offset as compensation habitats develop. New hedgerows will mitigate for those lost. The loss of woodland and traditional orchard cannot be mitigated directly and while compensatory habitat will mitigate the effects eventually, it will take 15-30 years to do so.
- 7.10.37. The Proposed Development has been designed to ensure primarily that the most valuable habitats are retained, and impacts are avoided where possible. As detailed within the accompanying ES (document ref: C2C-10-10), where impacts cannot be avoided during the construction phase, essential construction mitigation methods will be utilised as set out in the draft CoCP (document ref: C2C-26-01 - relevant sections set out below):
- Lighting (see Section 3.7 of the draft CoCP);
 - Control of dust (see Section 5 of the draft CoCP);
 - Protection of retained habitat, including trees (see Section 9 of the draft CoCP);
 - Control of noise and vibration (see Section 10 of the draft CoCP); and
 - Control of water quality and flow (see Section 13 of the draft CoCP).
- 7.10.38. In addition to the measures described in other sections, management of construction activities to minimise ecological effects will include, where relevant:
- Clearance of vegetation suitable for nesting birds outside of the nesting bird period (generally between March to August);

- Provision of appropriate watching briefs and ecological clerk of works where necessary to be implemented during construction works;
- Sensitive habitat removal, relocation or translocation of species, soils and plant material (to be detailed within the ES where required and subsequent mitigation strategies);
- Reinstatement of any areas of temporary habitat loss and any arrangements necessary for displaced species to maintain long-term conservation status of those species concerned;
- Restoration and replacement planting (e.g. trees, hedgerows, scrub and grassland) to reinstate any retained habitats adversely affected during construction; and
- Use of by-products of construction to enhance mitigation provision (e.g. use of felled timber to provide dead wood habitat).

7.10.39. The mitigation measures set out within the draft CoCP that accompanies the draft Order (document ref: C2C-26-01) will be implemented during construction through the approval of LEMPs in line with Condition 4 of the proposed planning conditions included with the Request for Deemed Planning Permission (document ref: C2C-14-01).

7.10.40. To contribute to use of the Proposed Development as a Green Corridor during its operational phase a number of green habitat areas are being proposed including Callow Brook amenity area to the east of the Scotland Farm Travel Hub and to the west of the University Sports Ground (see section 5.6.5 of this statement). Indicative landscaping plans have been submitted as part of the Planning Direction drawings. The indicative landscape plans show at an outline level the proposed approach to both hard and soft landscaping along the route.

7.10.41. Future detailed landscaping plans including details of planting types and management plans will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01). These will need to accord with the Indicative landscaping plans as submitted with the draft Order.

7.10.42. An assessment of BNG has been completed in support of a BNG strategy that describes how the Project will achieve a measurable net gain in biodiversity of at least 20%. BNG is over and above the biodiversity mitigation and compensation measures identified to mitigate likely significant effects as reported in the ES (document ref: C2C-10-01).

7.10.43. The Natural England Biodiversity Metric 3.1 has been used to calculate BNG, as set out in the Biodiversity Net Gain Assessment [document reference TR5.7ref]. This metric assigns relative values to habitats depending on a range of factors such as distinctiveness, condition, and scarcity. The metric then combines these factors with the area of each habitat impacted, to provide a score for the change in biodiversity units.

7.10.44. Time to maturity will depend on the habitat type, and the calculated BNG habitat area takes this maturation time into account. However, as well as overall habitat gain, BNG will provide additional benefits for the fauna they support, including bats, birds, mammals and invertebrates.

7.10.45. The measures proposed to achieve this net gain will be implemented via the approval of a Biodiversity Net Gain (BNG) Plan in line with Condition 14 of the proposed planning conditions included with the Request for Deemed Planning Permission (document ref: C2C-14-01).

7.10.46. It is therefore considered that the Proposed Development accords with the objectives of Chapter 15 of the NPPF 2021 and at a local level, Policy 70 of the Cambridge Local Plan 2018 and Policy NH/4

of the SCLP. Furthermore, the Proposed Development is consistent with the objectives of Sustainable Design and Construction SPD (2020).

NOISE & VIBRATION

7.10.47. Technical Report 1 (Acoustics) of the accompanying ES (document ref: C2C-10-11) describes and contains the detailed findings of the assessment of noise and vibration impacts. During the operational phase of the Proposed Development based on the frequency of service and the vehicle specification (hybrid/electric), significant adverse effects are considered unlikely and so only effects associated with the construction phase are considered below.

Temporary Noise Effects

7.10.48. Significant adverse airborne noise impacts are currently predicted at an estimated 279 receptors as a result of construction works. Predicted significant adverse vibration impacts are currently predicted at an estimated 95 receptors as a result of construction works. These will be concentrated at Cambourne, Hardwick and Cambridge West, with small numbers at Coton, north Newnham and Grange Road. The effects will occur intermittently during construction, with only occasional periods of higher noise or vibration levels associated with particular events when the plant is working in close proximity to sensitive receptors.

7.10.49. An assessment of construction vibration on potentially vibration-sensitive facilities due to the use of vibratory rollers has also been undertaken.

7.10.50. The distance at which a potentially significant effect would occur (0.1mm/s) for microscopes to 100X magnification and other equipment of low sensitivity has been calculated to be 60m for the roller in steady state operation.

7.10.51. The following facilities have been identified within this 60m buffer which could have particularly vibration-sensitive equipment, and will potentially be subject to likely significant effects:

- Department of Materials Science and Metallurgy;
- Mira Building;
- The Cambridge Equine Hospital;
- Department of Chemical Engineering and Biotechnology;
- Maxwell Centre;
- The Nanoscience Centre; and
- Magnetic Resonance Research Centre.

7.10.52. No development including demolition or construction works shall commence on the Proposed Development until a demolition & construction noise and vibration impact assessment associated has been submitted to and approved in writing by the relevant local planning authority in line with Condition 11 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01). The assessment would be approved by the relevant local planning authorities and would protect amenity in the area and secure appropriate mitigation in accordance with Policy 35 of the Cambridge Local Plan 2018 and Policy SC/10 of the South Cambridgeshire Local Plan 2018.

AIR QUALITY

7.10.53. Technical Report 2 (Air Quality) of the accompanying ES (document ref: C2C-10-11) describes and contains the detailed findings of the assessment of the air quality impacts of the proposed Development.

Temporary Effects

7.10.54. The mitigation measures set out within the draft CoCP that accompanies the draft Order (document ref: C2C-26-01) will be implemented during construction through the approval of LEMPs in line with Condition 4 of the proposed planning conditions included with the Request for Deemed Planning Permission (document ref: C2C-14-01). The mitigation measures included within draft CoCP are recommended in accordance with the IAQM (2014) 'Guidance on the assessment of dust from demolition and construction Version 1.1 (as amended in 2016)' and are set out in Section 5.1 of the draft CoCP.

7.10.55. On the basis of the measures that will be implemented under the CoCP, and given the current local air quality in the area, the proximity of sensitive receptors to the roads likely to be used by construction vehicles, and the likely numbers of construction vehicles and plant that will be used, the effects will be negligible and therefore not significant.

Permeant Effects

7.10.56. Impacts on NO₂ and particulates will be generally beneficial, with three times as many receptors experiencing a decrease in concentrations of NO₂, PM₁₀ and PM_{2.5} as would experience an increase. However the overall impacts, both positive and negative, will not be significant.

7.10.57. No development including demolition or construction works shall commence on the proposed Development until a LEMP which shall cover all air quality matters specified in the draft CoCP (document ref: C2C-26-01) has been submitted to and approved in writing by the relevant local planning authority in line with Condition 4 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

7.10.58. Based on the findings of Technical Report 2 (Air Quality) of the accompanying ES (document ref: C2C-10-11) and proposed mitigation measures in the draft CoCP (document ref: C2C-26-01), the Proposed Development is considered to be in accordance with the paragraph 186 of the NPPF and NPPG (Paragraph: 008 Reference ID: 32-008-20191101 Air Quality). Furthermore, the Proposed Development is consistent with Policy 36 of the Cambridge Local Plan 2018 and Policy SC/12 of the South Cambridgeshire Local Plan 2018 as well as the Sustainable Design and Construction SPD (2020).

DRAINAGE AND FLOOD RISK

7.10.59. Technical Report 13 (Water) of the accompanying ES (document ref: C2C-10-11) describes and contains the detailed findings of the assessment of impacts on the water environment of the Proposed Development including a Flood Risk Assessment (FRA), as is a screening and scoping assessment under the Water Framework Directive and a Surface Water Drainage Strategy (document number Appendix TR13.1.3 - Annex 13.1.3).

7.10.60. The proposed route crosses two watercourses, Bin Brook and Callow Brook. Technical Report 13 (Water) of the accompanying ES (document ref: C2C-10-11) reports that neither watercourse will be

significantly adversely affected and best practice will be followed to ensure the streams are protected from pollution and other impacts during construction.

- 7.10.61. The FRA has been undertaken to support the EIA in accordance with national and local policy and advise as well as standards agreed through consultation with the EA and CCC. Although the majority of the scheme falls passes through Low Risk Flood Zone 1 some parts of the scheme falls within the High Risk Flood Zone 3 within the Proposed Development's order limits. The FRA found that although the majority of the Project is within Flood Zone 1, some Eastern sections of the scheme fall within Flood Zone 3 which indicates a High Risk of flooding.
- 7.10.62. The proposed route crosses two watercourses, several land drains and overlies a principal aquifer, which is itself overlain by a thick clay layer. Embedded mitigation in both design (through the Surface Water Drainage Strategy) and construction (through the CoCP document Ref: C2C-26-01)) has been devised to ensure that risks to water resources are kept to a practicable minimum, and that there will be no likely significant effects. The mitigation measures set out within the draft CoCP that accompanies the draft Order (document ref: C2C-26-01) will be implemented during construction through the approval of LEMPs in line with Condition 4 and a Surface Water Drainage Scheme as per Condition 13 of the proposed planning conditions included with the Request for Deemed Planning Permission (document ref: C2C-14-01). The submission of a Surface Water Drainage Scheme in accordance with the submitted Surface Water Drainage Strategy.
- 7.10.63. The Water Framework Directive assessment has concluded that two surface water bodies have the potential to be affected by the Proposed Scheme; the Bin Brook surface water body (GB105033042680) and the Old West River surface water body (GB205033043375). A Stage 3: Impact Assessment exercise will be conducted to demonstrate WFD compliance following consultation with the Environment Agency. The Project design team will work closely with the Environment Agency to identify opportunities for design refinement at the detailed design phase of the project to maximise opportunities for working with natural processes and enhancing biodiversity.
- 7.10.64. The Proposed Development includes a number of drainage features as set out in Sections 5.3.18 to 5.3.22 of this statement that will mitigate impacts and enhance the water environment along the proposed route.
- 7.10.65. It is concluded that the Proposed Development accords with the relevant water resources and flood risk policies contained within Chapter 14 of the NPPF 2021 and at a local level Policies 17, 31, 32 in the Cambridge Local Plan 2018 and Policies CC/7, CC/8, CC/9 of the South Cambridgeshire Local Plan 2018. Furthermore, the Proposed Development is consistent with the objectives of the Sustainable Design and Construction SPD (2020) and the Cambridgeshire Flood and Water SPD (2018).

SOILS, GEOLOGY AND LAND CONTAMINATION

- 7.10.66. Chapter 15 of the NPPF 2021 sets out national policy on “Concerning and enhancing the natural environment”. Local policies relevant are Policy NH/3 (Protecting agricultural land Policy CC/6 (Construction Methods) and Policy SC/11 (Contaminated Land) in addition to Policy 8 (Setting of the city) and Policy 33 (Contaminated land) of the South Cambridgeshire Local Plan and the Cambridge City Local Plan respectively.

- 7.10.67. Technical Report 11 (Soils, Geology and Land Contamination) of the accompanying ES (document ref: C2C-11-01) assess the likely significant effect of the Proposed Development in both construction and operation upon soils, geology and land contamination.
- 7.10.68. The ES reports that during the Proposed Development's construction works, construction workers, site users / adjacent site users and off-site land uses could come into contact with contaminated soils, dust, vapours, ground gas, ground water and sediment. Existing contamination could be mobilised during foundation and infrastructure formation works, adversely affecting controlled waters (groundwater and surface water).
- 7.10.69. It was also found that a loss of land or sterilisation may be caused to minerals and agricultural land due to the construction and development works associated with the Proposed Development.
- 7.10.70. It was also found that unexploded ordnance may present a risk to all construction workers, site users and adjacent site users.
- 7.10.71. Any impacts of the Proposed Development on soils, geology and land contamination would be reduced to negligible with the implementation of the draft CoCP (document ref: C2C-26-01)). The mitigation measures set out within the draft CoCP that accompanies the draft Order (document ref: C2C-26-01) will be implemented during construction through the approval of LEMPs in line with Condition 4 of the proposed planning conditions included with the Request for Deemed Planning Permission (document ref: C2C-14-01). Condition 7 included with the Request for Deemed Planning Permission (document ref: C2C-14-01) will also require the submission of a Soils Remediation Strategy for approval by the local planning authority.
- 7.10.72. With these mitigation methods in place, it is considered that Proposed Development would result in a negligible effect in respect of soils, geology and contamination and so the Project is considered to accord with Paragraph 174 of the NPPF 2021 and Policies CC/6, NH/3 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policies 8 and 70 of the Cambridge City Local Plan 2018. The proposals are also considered to accord with Greater Cambridge Sustainable Design and Construction SPD (2020).

MATERIALS AND WASTE

- 7.10.73. Technical Report 10 of the accompanying ES (document ref: C2C-11-01) describes the materials required to be consumed, and waste to be generated and disposed of as part of the proposed Development.
- 7.10.74. Projected material requirements for Proposed Development are outlined below in Table 7-3.

Table 7-3 – Schedule of estimated material use

Materials	Quantity (tonnes)	Use
Asphalt (bituminous mixtures)	41,600	Road base and surface course.
Concrete	2,200	Structures, foundations, piling, and pre-cast concrete for drainage, paving and kerbs.
Aggregate	250	Drainage
Imported soil and other earthwork material	480,000	Embankments, structures and drainage and backfill.
Steel	1,000	Concrete reinforcement, steel bridges, prefabricated elements (street lighting columns, CCTV masts and road signs etc).
Plastics (excluding packaging)	1	Polypropylene geogrid for landscaping.

- 7.10.75. The Project has committed (in line with regional targets) to achieve at least a 31% recycled aggregate content to ensure that the effects of material consumption are not significant. To inform a low carbon design, embodied carbon emissions of the material resource required for the Proposed Development will be calculated as the Project progresses, subsequently aiding in the reduction of material requirements.
- 7.10.76. The draft CoCP (C2C-26-01) will, in response to design commitments, adopt the following mitigation measures to avoid, prevent or reduce the potential for significant adverse environmental effects:
- An estimated 80% (168,800 tonnes) of the excavated arisings comprising earthworks will be reused as fill on the Proposed Development.
- 7.10.77. The estimated quantity of waste to landfill is:
- 66,000 tonnes soil/earth
 - 2,800 tonnes of demolition waste
 - 1,200 tonnes of bituminous mixtures, steel and concrete
- 7.10.78. The impact from this waste on existing landfill capacity in the east of England (38.1 Mm³) will less than 1% of regional capacity, and hence not give rise to a likely significant effect.
- 7.10.79. No development including demolition or construction works shall commence on the Proposed Development until a Materials and Waste Management Plan been submitted to and approved in writing by the relevant local planning authority in line with Condition 12 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01). The plan would be approved by the relevant local planning authorities and would consider the sourcing, transport and use, and disposal of waste and material resources, in a sustainable manner. In addition, unavoidable construction waste will be managed in accordance with the waste hierarchy and other relevant legislative requirements.

7.10.80. The mitigation measures including the commitments relating to the reuse of excavated materials, use of lower carbon materials and management of waste proposed to minimise the effects of the Proposed Development on materials and waste is considered to accord with the objectives of Chapter 17 of the NPPF 2021, Policy 28 of the Cambridge Local Plan 2018 and Policy CC/6 of the South Cambridgeshire Local Plan 2018. The proposals are also considered to accord with Greater Cambridge Sustainable Design and Construction SPD (2020).

GREENHOUSE GASES

- 7.10.81. The Climate Change Act 2008 requires at least an 80% reduction in the UK's greenhouse gas emissions as compared to 1990 levels by 2050. As a result of Government amendments to the Climate Change Act 2008, the target has been revised from the 2050 GHG target of an 80% reduction of GHG emissions compared to 1990 levels, to a 100% reduction carbon target.
- 7.10.82. Technical Report 6 (Greenhouse Gases) of the ES (document ref: C2C-11-01) describes and contains the detailed findings of the assessment of likely significant effects of the Proposed Development on climate change.
- 7.10.83. Infrastructure or embodied carbon is predicted to be around 49,000 tonnes of carbon dioxide equivalent (tCO₂e).
- 7.10.84. Tree loss required for construction of the scheme has not yet been confirmed, however tree planting of approximately 1,500 trees has been estimated, resulting in the sequestration of approximately 777 tCO₂e over the 60-year appraisal period.
- 7.10.85. The C2C Scheme is expected to encourage modal shift to bus use, which is forecast to reduce additional private vehicle journeys by about 71.9 million over a 60-year appraisal period. This will reduce carbon emissions by an estimated 3,250 tCO₂e. These carbon savings are expected to be higher still when combined with further shifts to cycling and walking that will be encouraged by the path alongside the busway.
- 7.10.86. Modelling indicates that further carbon savings are possible through efficiencies in traffic flows, with a total reduction of 30,955 tCO₂e over the Projects lifetime.
- 7.10.87. The Project would likely result in a potentially beneficial (potentially significant) impact from a reduction in user emissions.
- 7.10.88. The Project is considered to accord with the objectives of Chapter 9 (Promoting sustainable transport) and Chapter 14 (Meeting the challenge of climate change, flooding and coastal change) of the NPPF 2021 as it will support reductions in greenhouse gas emissions and reduce congestion. It is also considered to accord with Policy 28 of the Cambridge Local Plan 2018 and Policy CC/1 of the South Cambridgeshire Local Plan 2018 as it will provide a sustainable form of transport and a reduction in carbon emissions over the life of the Project.

CLIMATE RESILIENCE

- 7.10.89. During the Project's 60-year appraisal period (the anticipated lifetime of the Project) and 100-year lifespan for the bridges, changes in climate are likely to be experienced.
- 7.10.90. During the construction phase the draft CoCP (document ref: C2C-26-01) is set out mitigation measures and how they are to be implemented to mitigate extreme weather events, with the Principal Contractor producing a carbon management plan that will contain the following measures:

- Proposed measures to reduce significant sources of construction energy use and carbon emissions;
- The approach to procuring energy from renewable and/or low-emission sources;
- The approach to energy and carbon dioxide (CO₂) monitoring and reporting from relevant site activities; and
- Consideration of the procurement, maintenance and use of energy and carbon efficient construction plant.

7.10.91. Compliance with the draft CoCP (document ref: C2C-26-01) is a requirement of a planning condition that forms part of this submission. No development including demolition or construction works shall commence on the proposed Development until a LEMP which shall cover all air climate resilience mitigation specified in the draft CoCP (document ref: C2C-26-01) has been submitted to and approved in writing by the relevant local planning authority in line with Condition 4 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (document ref: C2C-14-01).

7.10.92. The operational phase of the Purposed Development has been assessed in terms of its Climate Resilience as set out in Technical Report 3 included with the ES (document ref: C2C-10-01). The Project has embed a number of mitigations as part of the design and through the application documentation that supports the request for deemed planning permission submitted with the Order–

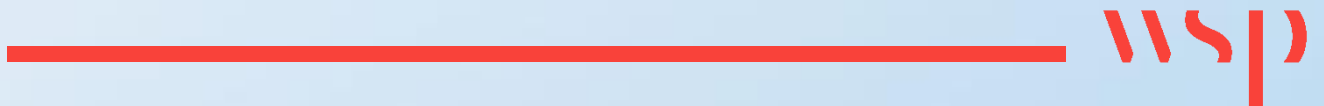
- Attenuation will be provided within swales which will be designed to ensure a 100mm freeboard is maintained
- Attenuation basins area proposed at St Neots Road and to the west of the proposed St Neots Road junction, east of long road, north of Coton, east of the M11
- The Proposed Development is located above the 1 in 100 year plus 19% climate change flood level. The Flood Risk Assessment that accompanies Technical Report 13 (Water) of the accompanying ES includes allowances for climate change;
- Minor watercourse crossing have been designed to the 1 in 1000 year event (0.1% AEP) which accounts for flows greater than the 1 in 100 year plus 40% for climate change allowance; and
- Landscaping will maximise self-sustaining habitats such as woodland or grassland and limiting where possible trees that are being proposed on bunding/slopes to avoid any subsidence or dry outs

7.10.93. It is considered that the Proposed Development accords with Chapter 14 of the NPPF 2021 (Meeting the challenge of climate change, flooding and coastal change) and the NPPG (Climate Change) with the mitigations set out above avoiding increased vulnerability to the range of impacts arising from climate change, increase the use of renewable and low carbon energy and will ensure that flood risk is not increased elsewhere.

7.10.94. Similarly the Proposed Development is considered to accord with the objectives of the Sustainable Design and Construction SPD (2020) as well as Policy 28 of the Cambridge Local Plan 2018 and Policy CC/1 of the South Cambridgeshire Local Plan 2018.

8

MITIGATION AND DRAFT PLANNING CONDITIONS



8 MITIGATION AND DRAFT PLANNING CONDITIONS

- 8.1.1. This section of the statement sets out the process to secure different forms of mitigation.
- 8.1.2. Table 6.1 of the ES (document ref: C2C-10-01) includes a mitigation register for the Project has in order to itemise the necessary controls and mitigation for the Proposed Development, and how these will be secured.
- 8.1.3. This register is intended to help the planning inspector and other stakeholders, including the relevant local authorities and statutory consultees, understand how mitigation, relied on in the ES (document ref: C2C-10-01) and other documents, is to be secured through the draft Order and beyond.
- 8.1.4. Environmental mitigation can be classified as primary, secondary and tertiary. Primary mitigation is inherent in the design of the Project and will not require special measures to be secured and delivered, though it is important that it is itemised in the register to ensure it is retained as the scheme design develops.
- 8.1.5. Secondary mitigation generally requires a mechanism beyond the granting of approval or consent; for example through undertakings and assurances, planning conditions or protective provisions; and
- 8.1.6. Tertiary mitigation exists outside the legislative framework of the TWAO or planning processes. It does not need to form part of the approvals as it is a required part of compliance under other legislative regimes; for example, the use of protected species licences from Natural England via the Wildlife and Countryside Act 1981. Many of these measures, dictating practice at the construction stage, are set out in the CoCP, and the principal contractor will be responsible for their delivery. In some cases, measures agreed with statutory regulators and undertakers through protective provisions, may usurp certain generic elements of tertiary mitigation.
- 8.1.7. As both primary and tertiary mitigation are, respectively, inherent in the design or are required as part of other legislative regimes, this section focuses on the secondary mitigation types relevant to the TWAO process and how these would be secured leading up to and after the making of the Order.

8.2 DRAFT PLANNING CONDITIONS

- 8.2.1. Different elements of secondary mitigation are included in documents that accompany the draft Order application and Request for Deemed Planning Permission (document ref: C2C-14-01) including:
- draft CoCP (document reference C2C-26-01); and
 - the mitigation register, which collates each of the measures devised to address potentially likely significant effects, and which are assumed in the description of likely significant effects in Chapters 8-11 of the ES (document ref: C2C-10-01).
- 8.2.2. These are generally secured through planning conditions attached to any grant of deemed planning permission by the Secretary of State as part of the TWAO process.
- 8.2.3. The relevant local authority will provide final approval of any mitigation required as part of these conditions after the Order is made.
- 8.2.4. Certain planning conditions will secure the future submission of detailed design relating to the Proposed Development, including the public transport stops, overbridges and Travel Hub along with

the final landscaping design. Where it is necessary to mitigate a likely significant adverse effect of the Proposed Development as set out in the ES (document ref: C2C-10-01) and summarised in section 7 of this statement), specific mitigation shall be secured by the imposition of planning conditions. The Planning Direction will be subject to the planning conditions.

- 8.2.5. A full list of proposed planning conditions as highlighted in Section 7 above is set out in Schedule 1 to the Request for Deemed Planning Permission (document ref: C2C-14-01) submitted in accordance with Rule 10(6)(b) of the Application Rules as part of the TWAO application. The text of the proposed planning conditions is set out in this statement in Appendix G.

9

PLANNING BALANCE AND CONCLUSION



9 PLANNING BALANCE AND CONCLUSION

- 9.1.1. There is an identified need for the Project to address the constraints on the existing transport network in the Greater Cambridge region and the knock on impact this has on the key employment and housing growth sites in terms of future growth. It is considered that the need for the Project is recognised at a regional level as set out in the CPIER Interim Report 2018¹⁹ produced by the CPIEC, which found evidence that across the Greater Cambridge region, economic growth is higher than official figures suggest.
- 9.1.2. Analysis of the A428/A1303 corridor undertaken as part of the development of the Business Case for the Project, has identified congestion pinch points along the route particularly east of Madingley Mulch roundabout along the A1303.
- 9.1.3. The development of a high public transport route will be critical to ensuring that issues with the current transport network are addressed, enabling the economic growth of the Greater Cambridge region in a sustainable manner.
- 9.1.4. The Project seeks to contribute towards addressing the issues with the current transport network in this area by linking key employment and housing sites together and with Cambridge City centre particularly with regards to the major development sites along the proposed route of the Project as described in Section 4.4 of this statement.
- 9.1.5. The Project is considered to be in alignment with national, regional and local policies and strategies in relation to the economy and transport and will promote GCP's overall vision to support and sustain the Greater Cambridge region as a place to live and work, where new public transport routes:
- Offer a viable alternative to driving into Cambridge;
 - support off-road active travel for pedestrians and cyclists commuting to Cambridge; and
 - link to the wider villages and towns outside of Cambridge to offer safe commuting and leisure routes for pedestrians, cyclists and equestrian users.
- 9.1.6. It is considered that the option selection process for the Proposed Development through the Business Case stages has carefully considered alternative options to meet the objectives of the Project. Options including on-road and off-road alignment options as well as alternative locations for the Travel Hub site have been considered through this process and have undergone staged consultations to seek wider views from stakeholders at each stage with the preference being the preferred route that makes up the Proposed Development. Chapter 4 of the ES (Evolution of the Scheme) (C2C-10-01) sets out the alternatives considered as part of this process. In terms of the robustness of the option selection process, the 'Cambourne to Cambridge Better Public Transport Project – Independent Audit of key Assumptions and Constraints' was undertaken and audited the business case developed to that point. The conclusion of this audit is that 'there is no reason why the Executive Board of the GCP should not proceed to the next stage in the development of the C2C

¹⁹ <https://www.cpier.org.uk/interim-report/>

scheme. The audit has concluded that the scheme is in alignment with national, regional and local policies on the economy and transport’.

- 9.1.7. The Proposed Development and the wider benefits of the Project are considered to accord with Paragraph 8 of the NPPF 2021 meeting the 3 overarching objectives to be considered as a sustainable form of development as follows:

The economic objective

- 9.1.8. The Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of Cambridge city. Between 2011 and 2031, there is planning for an additional 8,000 new homes set for development in the Cambourne to Cambridge area and 44,000 new jobs to be created in or around the city. A public transport route running regular, quality services will provide a vital connection for growing communities to access jobs, services and other opportunities. The Proposed Development will provide this link and will unlock growth by linking key employment, education and housing sites together, and with the city centre.

The social objective

- 9.1.9. In terms of social benefits the Proposed Development will support the promotion of healthy communities by providing a significantly improved public transport system together with additional benefits in terms of cycle and pedestrian enhancement between Cambourne to Cambridge. This will result in a likely modal shift change and more people cycling and walking to work. In addition, by alleviating congestion, the Project will also support the required housing and employment growth along the A428 Corridor. This is required in order to meet the objectively assessed housing and employment needs of Cambridge City and South Cambridgeshire District Council, as identified in evidence based documents in their emerging Local Plans.

The environmental objective

- 9.1.10. The full environmental impact of the Project has been assessed as part of the EIA process and reported in the ES that accompanies the draft Order application (document ref: C2C-09-01, C2C-10-01 and C2C-11-01). The environmental impacts including both the reported adverse and beneficial effects have been reported in the ES that accompanies the draft Order application (document ref: C2C-09-01, C2C-10-01 and C2C-11-01) and are considered under the planning appraisal in Section 7.
- 9.1.11. At a high level the Project is likely to provide a clear benefit in terms of reducing greenhouse gases such as CO₂ and other emissions associated with private vehicular trips and the current congestion experienced along the A428/A1303 corridor, improving air quality, biodiversity and is considered to accord with national and local planning policies on climate change and greenhouse gas emissions. It will improve the quality of life of local communities by reducing road traffic congestion and other negative impacts such as noise pollution and will provide ecological and landscape enhancements along its proposed route.
- 9.1.12. Where necessary the design of the Proposed Development has been revised to preserve or enhance the environment. Where necessary the Project includes measures to reduce the potential effects of the Proposed Development on the receiving environment. The design seeks to avoid sensitive receptors as a starting position, However where it has not been possible to avoid sites such as those of biodiversity value (e.g. Coton Orchard or undesignated City Wildlife Sites) then areas of new habitat are to create along the route to compensate for this.

- 9.1.13. Opportunities to enhance the environment along the route have been taken by integrating suitable landscaping with the creation of amenity areas to provide biodiversity enhancements and areas for the public to access nature and the Green Belt. The Project will achieve a measurable net gain in biodiversity of at least 20%. BNG is over and above the biodiversity mitigation and compensation measures identified to mitigate likely significant effects as reported in the ES (document ref: C2C-10-01).
- 9.1.14. The design integrates measures to adapt to climate change. This includes the use of suitable materials to adapt to the changing climate and to accommodate increased rainfall patterns and flood events. Where appropriate, the surface water drainage scheme will utilise SUDS as set out in Sections 5.3.18 to 5.3.22 of this statement.
- 9.1.15. Paragraph 10 of the NPPF 2021 states that '*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development*' (as set out in Paragraph 11 of the NPPF 2021). It is considered that the Project meets the economic, social and environmental objectives of sustainable development as set out in paragraph 8 of the NPPF 2021 and so there should be a presumption in favour of its development.
- 9.1.16. The impact of the Proposed Development on the designated areas of the Cambridge Green Belt has been appropriately assessed in the Green Belt Assessment (document ref: C2C-18-01). It is concluded that the sections or elements of the Proposed Development would result harm to the Green Belt to varying degrees in terms of preserving its Openness and conflicting with the Green belt purposes. If it is determined that the Proposed Development constitutes inappropriate development in the Green Belt then it is considered that very special circumstances for the Project exist as set out in section 7.3.51 to 7.3.54. The very special circumstances are aligned with how the Project meets the overarching three objectives of sustainable development as summarised in sections 9.1.8 to 9.1.10 in this conclusion.
- 9.1.17. The provision of replacement Open Space land at X will address the result in the loss of Protected Open Space located to the east of the M11 in accordance with Policy 67 of the Cambridge Local Plan 2018. The replacement Open Space land will ensure that a positive balance of such land will be maintained. Where the temporary loss of Open Space land will occur or rights are being acquired, these will not adversely affect the use of such area of Open Space and following the construction phase will return to being used for environmental and recreational purposes. The proposed landscape and ecological enhancements will ensure that harm (significant environmental effects) to remaining areas of Protected Open Space will be suitably mitigated and the area of replacement Open Space land is of an equal or better standard compared to the area of existing Open Space lost.
- 9.1.18. The loss of minor areas of the Top Pitch, the rugby practice pitch and the area to the north of the University Rugby Club outside of the active playing pitches to facilitate soft landscaping is not considered to result in impacts on the users of the sports facilities. Where the temporary loss of land used as sports facility will occur or rights are being acquired, these will not adversely affect the use of such areas and following the construction phase will return to being used as a sports facility . it is therefore considered that the Proposed Development accords with Policy 73 of the Cambridge Local Plan 2018.
- 9.1.19. The ES has concluded that the majority of the potential adverse effects from the Proposed Development can be mitigated to a level that is not significant. Where significant effects cannot be

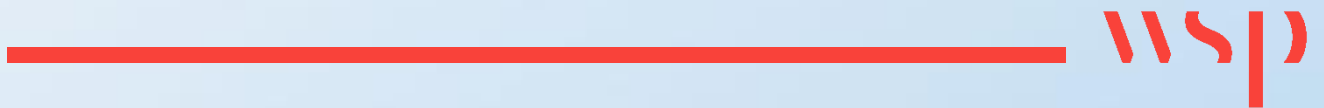


mitigated fully, it is considered that the need and benefits (economic, social and wider environmental benefits including reduced congestion, greenhouses gases and enhanced quality of life) would outweigh this

- 9.1.20. Considering this, on balance, it is considered that the Proposed Development is in accordance with national, regional and local policies and strategies and therefore the approval of this deemed planning consent request is considered justified.

Appendix A

TWAO RULES 2006 - SCHEDULES 5 & 6





Schedule 5: Those to be served with a copy of the application

Authority sought for—	Documents to be deposited with—	Proposed Recipients
Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.	The Crown Estate Commissioners; the Trinity House; the appropriate agency; the Secretary of State for Environment, Food and Rural Affairs, the Secretary of State for Transport (marked “for the attention of the Maritime and Coastguard Agency”); and, for works— in or adjacent to Wales, the National Assembly for Wales; in or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and in or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster.	Not applicable
Works affecting the banks or the bed of, or the subsoil beneath, a river.	The appropriate agency and any relevant operator.	Environment Agency
Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the Canal & River Trust or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	The Canal & River Trust, the Inland Waterways Association, the National Association of Boat Owners and the appropriate agency.	Not applicable
Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the Canal & River Trust or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	Any relevant operator, the appropriate agency, the Inland Waterways Association and the National Association of Boat Owners.	Not applicable
Works causing or likely to cause an obstruction to the passage of fish in a river.	The appropriate agency and, for works—	Not applicable



Authority sought for—	Documents to be deposited with—	Proposed Recipients
	<p>in England, the Secretary of State for Environment, Food and Rural Affairs; and</p> <p>in Wales, the National Assembly for Wales.</p>	
<p>Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.</p>	<p>The appropriate agency.</p>	<p>Environment Agency</p>
<p>Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.</p>	<p>The relevant harbour authority and the relevant navigation authority (if different).</p>	<p>Not applicable</p>
<p>Works affecting a site protected under the Protection of Wrecks Act 1973.</p>	<p>For works—</p> <p>in or adjacent to England, the Secretary of State for Culture, Media and Sport; and</p> <p>(b) in or adjacent to Wales, the National Assembly for Wales</p>	<p>Not applicable</p>
<p>Works affecting, or involving the stopping- up or diversion of, a street, or affecting a proposed highway.</p>	<p>The relevant highway authority or, where the street is not a highway maintainable at the public expense, the street managers.</p>	<p>Cambridgeshire County Council</p>
<p>The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track.</p>	<p>Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers' Association, the British Driving Society and the Cyclists' Touring Club; and for works—</p> <p>in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society; and</p>	<p>Auto-Cycle Union</p> <p>The British Horse Society</p> <p>The Byways and Bridleways Trust</p> <p>Open Spaces Society</p> <p>The Ramblers' Association</p> <p>The British Driving Society</p> <p>The Cyclists Touring Club</p>



Authority sought for—	Documents to be deposited with—	Proposed Recipients
	<p>in the county of Bedfordshire, the borough of Luton and within the district of Mid Bedfordshire the parishes of Harlington and Shillington, and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatley, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and</p> <p>in the County of Buckinghamshire, in the districts of Chiltern, Wycombe and South Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and</p> <p>in the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippolitts, Kings Walden, Langley, Lilley, Offley, Pirton, Preston and St Paul's Walden, the Chiltern Society; and</p> <p>in the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and</p> <p>in Wales, the Welsh Trail Riders' Association.</p>	<p>Parishes:</p> <p>Dry Drayton Parish Council</p> <p>Coton Parish Council</p>
<p>The construction of a transport system involving the placing of equipment in or over a street.</p>	<p>The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.</p>	<p>Cambridgeshire County Council</p>
<p>Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.</p>	<p>The relevant statutory undertaker.</p>	<p>Directly affected:</p> <p>Anglian Water</p> <p>BT</p> <p>Cadent</p> <p>Cambridge Water</p>



Authority sought for—	Documents to be deposited with—	Proposed Recipients
		Fulcrum Pipelines Granta Backbone Network (Cambridge University) Openreach (British Telecommunications) UK Power Networks Virgin Media Vodafone Not affected but to be served a copy of the application: Cellnex City Fibre ESP Utilities Group GeneSYS [National Roads Telecommunications Services (NRTS)] GTC MBNL National Grid (gas) National Grid (Electricity) Royal Mail
Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority.	Not applicable
Works affecting:	For works—	Historic England



Authority sought for—	Documents to be deposited with—	Proposed Recipients
<p>a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990;</p> <p>an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or</p> <p>any archaeological site.</p>	<p>in or adjacent to England, the Historic Buildings and Monuments Commission for England; and</p> <p>in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.</p>	
<p>Works affecting:</p> <p>a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or</p> <p>an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.</p>	<p>For works—</p> <p>in England, the Historic Buildings and Monuments Commission for England; and</p> <p>in Wales, the National Assembly for Wales.</p>	Historic England
<p>Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953</p>	<p>For works—</p> <p>in England, the Historic Buildings and Monuments Commission for England; and</p> <p>in Wales, the National Assembly for Wales.</p>	Historic England
<p>Works affecting:</p> <p>a site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981</p> <p>an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or</p>	<p>For works—</p> <p>in or adjacent to England, English Nature; and</p> <p>in or adjacent to Wales, the Natural Resources Body for Wales.</p>	Natural England



Authority sought for—	Documents to be deposited with—	Proposed Recipients
land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.		
Works affecting a National Park or an Area of Outstanding Natural Beauty.	For works— in England, the Countryside Agency; and in Wales, the Natural Resources Body for Wales.	Not applicable
Works which are either: within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.	The Secretary of State for Culture, Media and Sport.	Not applicable
Works which are within 250 metres of land which: is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste; or has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.	The appropriate agency.	Environment Agency Cambridgeshire County Council
The carrying out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990.	The hazardous substances authority as defined in that Act, the Health and Safety Executive and, where the operation requiring hazardous substances consent is to take place on a nuclear site (within the meaning given in section 112(1) of the Energy Act 2013), the Office for Nuclear Regulation.	Not applicable



Authority sought for—	Documents to be deposited with—	Proposed Recipients
21A. relevant project as defined in regulation 26(5) of the Planning (Hazardous Substances) Regulations 2015.	The COMAH competent authority as defined in regulation 2(1) of those Regulations.	Not applicable
Works not in accordance with a development plan and which either— involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.	For works— in England, the Secretary of State for Environment, Food and Rural Affairs; and in Wales, the National Assembly for Wales.	Department for Environment, Food and Rural Affairs
Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or the construction of a new railway for the provision of public passenger transport, or of a new tramway.	The Passengers' Council or the London Transport Users' Committee as the case may require.	Not applicable
Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.	Her Majesty's Railway Inspectorate	Not applicable
Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.	The Office of Rail and Road	Not Applicable



Authority sought for—	Documents to be deposited with—	Proposed Recipients
The right for a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system	Not Applicable
27. Works affecting land in which there is a Crown interest.	The appropriate authority for the land, within the meaning of section 25(3).	The Crown Estate Commissioners Department for Transport
28. Works to be carried out in Greater London.	The Mayor of London.	Not Applicable



Schedule 6: Those to be served with a copy of the application

Authority sought for	Those to be Served	Proposed Recipients
Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules).	For works— in or adjacent to England, English Nature; and in or adjacent to Wales, the Natural Resources Body for Wales	Not applicable
Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— in England, English Nature; and in Wales, the Natural Resources Body for Wales	Crown Estate Commissioner
Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— in England, English Nature; and in Wales, the Natural Resources Body for Wales.	Not applicable
Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway	Not applicable
Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land	The appropriate agency	Environment Agency



Authority sought for	Those to be Served	Proposed Recipients
under Chapter 2 of Part 3 of the Water Resources Act 1991.		
Works likely to affect the volume or character of traffic entering or leaving— a special road or trunk road; any other classified road.	For works— in England, [the relevant highway authority ; and in Wales, the National Assembly for Wales. The relevant highway authority.	National Highways Cambridgeshire County Council
The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).	Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	Cambridge County Council
Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976.	The Theatres Trust.	Not applicable
The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	Not applicable



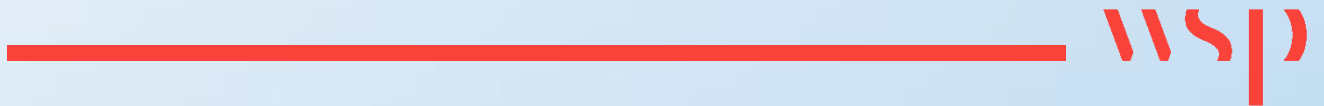
Authority sought for	Those to be Served	Proposed Recipients
The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981).	The Church Commissioners.	Not applicable
Works in Greater London or a metropolitan county	The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004 and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996.	Not applicable
The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over that land.	Identified landowners and occupiers
Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	Every universal service provider affected.	Royal Mail
Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 or under Part 2 of the Coal Industry Act 1994.	Not applicable



Authority sought for	Those to be Served	Proposed Recipients
Works for which an environmental impact assessment is required.	For works— (a)in England, the Commission for Architecture and the Built Environment; and (b)in Wales, the Design Commission for Wales.	Not applicable – CABE dissolved in 2012. The requirement to serve under Schedule 6(15) was revoked by SI 2012/147 when CABE was absorbed into the Design Council
The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.	Not applicable

Appendix B

RELEVANT PLANNING APPLICATIONS





Relevant Planning Permissions to the Project

Reference	Site	Description	Status
S/2903/14/OL	Land To The West Of Cambourne (Excluding Swansley Wood Farm)	Development of up to 2350 residential units including affordable housing retail use classes A1-A5 (up to 1.04 ha) offices/light industry use class B1 (up to 6.25ha) community and leisure facilities use class D1 and D2 (up to 0.92 ha) Two primary schools and one secondary school (up to 11 ha) use class D1 three vehicular access points including the extension and modification of Sheepfold Lane a four arm roundabout provided on A1198/Caxton Bypass and an access point off the A1198 south of the Caxton Gibbet to serve the proposed employment uses a network of segregated pedestrian and cycle routes sustainable drainage system and other infrastructure together with associated earth works parking open space including equipped play playing fields and landscaping.	Outline permission granted 29 December 2017 – all matters reserved for further approval
18/1993/FUL	Land Between 21 And 29 Barton Road (including 27 Barton Road And Croft Gardens).	Redevelopment for College accommodation (comprising 4 new buildings which would provide 60 graduate rooms and 12 x 2 bed and 12 x 1 bed family apartments) and refurbishment and extension of 27 Barton Road, together with associated cycle and car parking and external works following demolition of existing buildings (1-12 Croft Gardens, storage building and garages).	Granted Permission 14th October 2019.
21/02052/FUL	Land South Of Wilberforce Road Cambridge Cambridgeshire	Demolition of existing buildings/structures and the erection of college accommodation, new access and landscaping.	Granted Permission 1st March 2022.
19/1212/FUL	St Chads 48 Grange Road Cambridge Cambridgeshire CB3 9DH	Demolition of the existing octagonal building and erection of two new student accommodation buildings comprising 23 rooms. Replacement of existing gardeners accommodation with free-standing gardeners' building, replacement of cycle storage, new boundary and entrance treatment.	Granted Permission on Friday the 17th April 2020
19/1734/FUL	Clerk Maxwell Road Cambridge Cambridgeshire	Erection of 35 dwellings involving the re-positioning of existing access onto Clerk Maxwell Road, provision of new spine road, parking, cycle provision, landscaping and associated infrastructure.	Permission granted on the 30th October 2020



Reference	Site	Description	Status
S/3329/16/OL	Land Between Stirling Way And The Broadw Land Between Stirling Way And The Broadway	Outline planning permission for a bus link between Sterling Way Upper Cambourne and the Broadway with all matters reserved	Outline permission granted 27th January 2023– all matters reserved for further approval
S/4594/18/RM	Land Between Stirling Way And Broadway Land For Bus Link Between Stirling Way And The Broadway Cambourne	Approval of matters reserved for access appearance landscaping layout and scale following Outline planning permission S/3329/16/OL for a bus link between Sterling Way and Broadway. The outline application was not EIA development	Pending
S/3440/18/OL	Bourn Airfield St Neots Road Bourn Cambridge CB23 2TQ	Outline planning permission for a new mixed use village comprising residential development of approximately 3500 dwellings mixed uses comprising employment retail hotel leisure residential institutions education community facilities open space including parks ecological areas and woodlands landscaping engineering for foul and sustainable urban drainage systems footpaths cycle ways public transport infrastructure highways including a principal eastern access from the roundabout on St Neots Road and western access with Broadway including first section of strategic public transport route associated infrastructure groundworks and demolition with all matters reserved except for the principal highway junctions from the St Neots Road roundabout and onto Broadway with some matters reserved except for access. This application is subject to an Environmental impact assessment.	Pending
16/1134/OUT	West Cambridge Site Madingley Road Cambridge Cambridgeshire	Outline planning permission with all matters reserved is sought for up to 383,300m2 of development comprising up to 370,000m2 of academic floorspace (Class D1 space), commercial/research institute floorspace (Class B1b and sui generis research uses), of which not more than 170,000m2 will be commercial floorspace (Class B1b); up to 2,500m2 nursery floorspace (Class D1); up to 4,000 m2 of retail/food and drink floorspace (Classes A1-A5); up to 4,100m2 and not less than 3,000m2 for assembly	Pending



Reference	Site	Description	Status
		and leisure floorspace (Class D2); up to 5,700m2 of sui generis uses, including Energy Centre and Data Centre; associated infrastructure including roads (including adaptations to highway junctions on Madingley Road), pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping and earthworks; and demolition of existing buildings and breaking up of hardstanding.	
11/1114/OUT	Land Between Huntingdon Road, Madingley Road And M11 North West Cambridge Cambridgeshire	Proposed development comprising up to 3,000 dwellings; Up to 2,000 student bedspaces; 100,000 sq.. employment floorspace, of which: up to 40,000 sq.. commercial floorspace (Class B1(b) and sui generis research uses) and at least 60,000 sq.. academic floorspace (Class D1); up to 5,300 sq.. gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2,000 sq.. net floorspace); Senior Living, up to 6,500sq.m. (Class C2); Community Centre; Indoor Sports Provision; Police; Primary Health Care; Primary School; Nurseries (Class D1); Hotel (130 rooms); Energy Centre; and associated infrastructure including roads (including adaptations to Madingley Rd and Huntingdon Rd), pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.	Granted Permission on the 22 February 2013
S/3064/16/OL	Land South 279 St Neots Road Hardwick CB23 7QN	Outline planning permission for a residential development of up to 155 dwellings following demolition of two existing dwellings with areas of landscaping and public open space and associated infrastructure works with all matters reserved except for access	Outline permission granted 14th August 2018 – all matters reserved for further approval
22/04215/FUL	Land East Of Highfields Road Highfields Caldecote Cambridgeshire	Construction of 66 dwellings together with associated infrastructure, open space and landscaping	Pending
S/2047/16/FL	Land R/O 18-28 Highfields Road 18 Highfields Road Highfields Caldecote CB23 7NX	Demolition of existing buildings and erection of residential development to provide up to 71 dwellings including 28 affordable dwellings with associated vehicle and pedestrian accesses and open space and a car park for school/community use.	Outline permission granted - 14 September 2017



Reference	Site	Description	Status
S/1694/16/OL	Agricultural Field West Of Grace Crescent Hardwick CB23 7AH	Outline planning permission with all matters reserved except for access for the erection of up to 98 dwellings (use class C3) and associated works including access car and cycle parking open space and landscaping.	Outline permission granted 18 October 2017 – all matters reserved for further approval
07/0620/OUT	Land Between Long Road And Shelford Road (Clay Farm/Showground Site) Cambridge Cambridgeshire	Residential development of up to 2,300 new mixed-tenure dwellings and accompanying provision of community facilities; sports and recreation facilities and landscaped open spaces including 49 ha. of public open space in the green corridor, retail (A1), food and drink uses (A3, A4, A5), financial and professional services (A2), non-residential institutions (D1), a nursery (D1), alternative health treatments (D1); provision for education facilities; and all related infrastructure including: all roads and associated infrastructure, alternative locations for Cambridgeshire guided bus stops, alternative location for CGB Landscape Ecological Mitigation Area, attenuation ponds including alternative location for Addenbrookes's Access Road pond, cycleways, footways and crossings of Hobson's Brook.	Outline permission granted 11 August 2010 – all matters reserved for further approval
S/0054/08/O	Former Monsanto Site Land At West Of Hauxton Road Trumpington In The Parish Of Haslingfield Cambridgeshire	Demolition of Existing Buildings and Structures and Redevelopment for Approx 600 Dwellings. Land for a Primary School Recreation / Leisure Uses Including Change of Use from Agriculture to Public Open Space Community and other Local Facilities with Associated Parking Infrastructure and Earthworks.	Outline Permission granted - 9 October 2009
14/1792/FUL	Glebe Farm Phase 3 Addenbrooke's Road Trumpington Cambridge CB2 9NG	Residential development of 30 new mixed tenure dwellings with associated open space, landscaping, car parking and infrastructure.	Granted Permission on 8 February 2016
09/1140/FUL	Glebe Farm (Land East Of Hauxton	Detailed application for 286 new mixed-tenure dwellings, associated landscaping, open spaces, vehicular access to the south from the Addenbrooke's Access Road,	Granted Permission on 11 August 2010



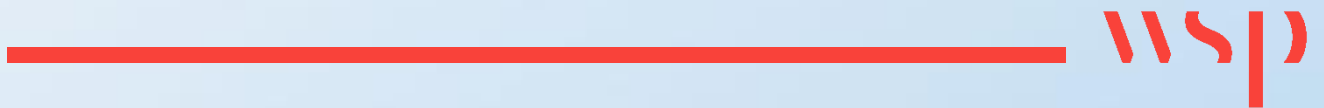
Reference	Site	Description	Status
	Road, North Of The AAR And South Of Bishops Road) Trumpington Cambridge	augmented landscape treatment to the north of the Addenbrooke's Access Road and all related infrastructure including connection to the Clay Farm infrastructure on highway land to the east adjoining Addenbrooke's Access Road	
06/0795/OUT	Land To The South Of Greenlands, South West Of The Bell School And West Of Babraham Road Cambridge Cambridgeshire CB2 2RA	Residential development not exceeding 347 dwellings (comprising houses and apartments, including affordable and key worker housing), 100 bed student living accommodation for the Bell Language School and public open space, with vehicular access from Babraham Road and associated roads, footpath/cycleways and drainage infrastructure.	Outline permission granted - 14 December 2010
S/0388/12/OL	Land South Of Longstanton Park And Ride And Adjacent To B1050 At Station Road Longstanton And Hatton's Road Longstanton	Outline planning application for phase 1 of Northstowe comprising up to 1500 dwellings a primary school a mixed-use local centre (including a community building and provision for non-residential institutions financial and professional services shops cafes and restaurants drinking establishments and hot food take-aways) leisure community residential institutions cultural health and employment provision (business general industry and storage & distribution) including a household recycling centre formal and informal recreational space and landscaped areas and infrastructure works including site re-profiling and associated drainage works foul and surface water pumping stations two flood attenuation ponds on land east of Hattons Road and associated works including the demolition of existing buildings and structures.	Outline permission granted 22 April 2014 – all matters reserved for further approval
S/2011/14/OL	Land To The East Of B1050 And Longstanton West Of The Cambridgeshire Guided Busway	Development of Phase 2 of Northstowe with details of appearance landscaping layout scale and access reserved (save for the matters submitted in respect of the Southern Access Road (West)) comprising:.1) development of the main Phase 2 development area for up to 3500 dwellings two primary schools secondary school town centre including employment uses formal and informal recreational space and landscaped areas eastern sports hub remainder of the western sports hub (to complete the provision delivered at Phase 1) busway a primary road to link to the southern access	Outline permission granted - 9 January 2017



Reference	Site	Description	Status
	(CGB) And North Of Oakington	construction haul route engineering and infrastructure works and.2) construction of a highway link (Southern Access Road (West)) between the proposed new town of Northstowe and the B1050 improvements to the B1050 and associated landscaping and drainage.	
20/02171/OUT	Northstowe Phase 3A Rampton Road Longstanton Cambs	Outline planning application for the development of Northstowe Phase 3A for up to 4,000 homes, two primary schools, a local centre (including employment, community, retail and associated services, food and drink, community, leisure, residential uses and other accommodation), secondary mixed use zones (including employment, community, retail and associated services, food and drink, community, leisure, residential uses), open space and landscaped areas, sports pitches, associated engineering and infrastructure works, including the retention of the existing military lake and creation of a new lake, with details of appearance, landscaping, layout, scale and access reserved. Application is accompanied by an Environmental Statement and involves works to/affecting existing Public Rights of Way.	Outline permission granted 25 March 2022 – all matters reserved for further approval
20/02142/OUT	Northstowe Phase 3B Station Road Longstanton Cambs	Outline planning application for the development of Northstowe Phase 3B, comprising up to 1,000 homes, a primary school, secondary mixed use zone (with retail and associated services, food and drink, community, leisure, employment and residential uses), open space and landscaped areas, engineering and infrastructure works, with details of appearance, landscaping, layout, scale and access reserved. Application accompanied by an Environmental Statement.	Outline permission granted 25 March 2022 – all matters reserved for further approval
07/0003/OUT	Land Between Huntingdon Road And Histon Road Cambridge Cambridgeshire CB3 0LE	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Outline permission granted - 18 December 2013

Appendix C

PLANNING DIRECTION DRAWING LIST





Title	Drawing/Doc Number	Scale
Scheme Location Plan	70086660-WSP-GEN-XX-DR-HW-000001	NTS
Existing Site Plans	70086660-WSP-GEN-XX-DR-HW-001000-001017	1:1250
Existing Site Sections	70086660-WSP-GEN-XX-DR-HW-0010018-001023	Varies
Proposed Site Plans	70086660-WSP-HGN-XX-DR-HW-002000-002017	1:1250
Proposed Site Sections	70086660-WSP-HGN-XX-DR-HW-002018-002023	Varies
Indicative Landscaping Drawings	70086660-WSP-GEN-XX-DR-LS-000001-000018	1:1250
M11 Overbridge General Arrangement	70086660-WSP-SBR-XX-DR-BR-0003	Varies
Bin Brook Bridge General Arrangement	70086660-WSP-SBR-XX-DR-BR-0004	Varies
Construction Compound Plans	70086660-WSP-TTM-XX-DR-CP-900000-900017	1:1250

Appendix D

RELEVANT LOCAL PLANNING POLICY

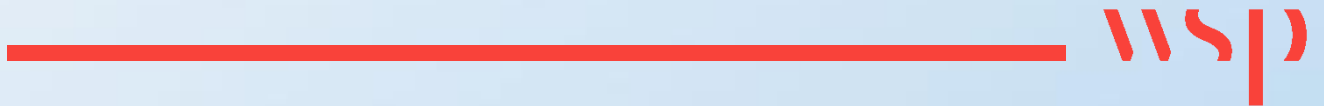


Table D-1 – South Cambridgeshire Local Plan (September 2018)

Policy	Accordance
<p>Policy S/2: Objectives of the Local Plan</p> <p>The vision for the Local Plan will be secured through the achievement of 6 key objectives:</p> <ul style="list-style-type: none"> a. To support economic growth by supporting South Cambridgeshire's position as a world leader in research and technology based industries, research, and education; and supporting the rural economy. b. To protect the character of South Cambridgeshire, including its built and natural heritage, as well as protecting the Cambridge Green Belt. New development should enhance the area, and protect and enhance biodiversity. c. To provide land for housing in sustainable locations that meets local needs and aspirations, and gives choice about type, size, tenure and cost. d. To deliver new developments that are high quality and well-designed with distinctive character that reflects their location, and which responds robustly to the challenges of climate change. e. To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure. f. To maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train. 	
<p>Policy S/3: Presumption in Favour of Sustainable Development</p> <p>1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals that accord with the Local Plan and Neighbourhood Plans can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area unless material considerations indicate otherwise.</p> <p>2. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</p> <ul style="list-style-type: none"> a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or b. Specific policies in that Framework indicate that development should be restricted. 	
<p>Policy S/4: Cambridge Green Belt</p> <p>A Green Belt will be maintained around Cambridge that will define the extent of the urban area. The detailed boundaries of the Green Belt in South Cambridgeshire are defined on the Policies Map, which includes some minor revisions to the inner boundary of the Green Belt around Cambridge and to the boundaries around some inset villages. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework.</p>	
<p>Policy CC/1: Mitigation and Adaptation to Climate Change</p>	

Planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Applicants must submit a Sustainability Statement to demonstrate how these principles have been embedded into the development proposal. The level of information provided in the Sustainability Statement should be proportionate to the scale and nature of the proposed development.

Policy CC/3: Renewable and Low Carbon Energy in New Developments

1. Proposals for new dwellings and new non-residential buildings of 1,000m² or more will be required to reduce carbon emissions by a minimum of 10% (to be calculated by reference to a baseline for the anticipated carbon emissions for the property as defined by Building Regulations) through the use of on-site renewable energy and low carbon technologies.
2. This could be provided through the installation of an integrated system or site wide solutions involving the installation of a system that is not integrated within the new building. For a site wide solution, evidence must be submitted demonstrating that the installation is technically feasible and is capable of being installed.
3. For growth areas and new settlements, site wide renewable and low carbon energy solutions that maximise on-site generation from these sources will be sought, such as renewable and low carbon district heating systems.

Policy CC/4: Water Efficiency

1. All new residential developments must achieve as a minimum water efficiency equivalent to 110 litres per person per day.
2. Proposals for non-residential development must be accompanied by a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.

Policy CC/6: Construction Methods

1. Development which by its nature or extent is likely to have some adverse impact on the local environment and amenity during construction and/or generate construction waste must:
 - a. Carefully manage materials already on-site (including soils), or brought to the site, to reduce the amount of waste produced and maximise the reuse or recycling of materials either onsite or locally. Any construction spoil reused within the development should take account of the landscape character and avoid the creation of features alien to the topography;
 - b. Ensure that constructors are considerate to neighbouring occupiers by restricting the hours of noisy operations and by locating storage compounds and using plant or machinery to avoid noise, smells, dust, visual or other adverse impacts.
2. Where practicable, construction traffic will be required to be routed to avoid roads passing through villages.
3. Any temporary haul roads must:
 - c. Be agreed with the Local Planning Authority;
 - d. Be located, designed and landscaped in such a way as to avoid any adverse impacts on existing residents and businesses;
 - e. Have an agreed methodology for where they cross public rights of way; and
 - f. Include provision for the cleaning of vehicle tyres to avoid the deposition of mud / debris on the public highway and the generation of dust.
4. Applicants must submit supporting documents with any planning application to demonstrate how their development will comply with this policy; this should include a Construction Environmental Management Plan (CEMP) or similar document and may include registration

<p>with the Considerate Constructors Scheme. The level of information provided in the supporting documents, including CEMP or similar document, should be proportionate to the scale and nature of the proposed development.</p>	
<p>Policy CC/7: Water Quality</p> <p>1. In order to protect and enhance water quality, all development proposals must demonstrate that:</p> <ul style="list-style-type: none"> a. There are adequate water supply, sewerage and land drainage systems (including water sources, water and waste water infrastructure) to serve the whole development, or an agreement with the relevant service provider to ensure the provision of the necessary infrastructure prior to the occupation of the development. Where development is being phased, each phase must demonstrate sufficient water supply and waste water conveyance, treatment and discharge capacity; b. The quality of ground, surface or water bodies will not be harmed, and opportunities have been explored and taken for improvements to water quality, including renaturalisation of river morphology, and ecology; c. Appropriate consideration is given to sources of pollution, and appropriate Sustainable Drainage Systems (SuDS) measures incorporated to protect water quality from polluted surface water runoff. <p>2. Foul drainage to a public sewer should be provided wherever possible, but where it is demonstrated that it is not feasible, alternative facilities must not pose unacceptable risk to water quality or quantity.</p>	
<p>Policy CC/8: Sustainable Drainage Systems</p> <p>Development proposals must incorporate appropriate sustainable surface water drainage systems (SuDS) appropriate to the nature of the site. Development proposals will be required to demonstrate that:</p> <ul style="list-style-type: none"> a. Surface water drainage schemes comply with the Sustainable Drainage Systems: Non-statutory technical standards for sustainable drainage systems and the Cambridgeshire Flood and Water Supplementary Planning Document or successor documents; b. Opportunities have been taken to integrate sustainable drainage with the development, create amenity, enhance biodiversity, and contribute to a network of green (and blue) open space; c. Surface water is managed close to its source and on the surface where it practicable to do so; d. Maximum use has been made of low land take drainage measures, such as rain water recycling, green roofs, permeable surfaces and water butts; e. Appropriate pollution control measures have been incorporated, including multiple component treatment trains; and f. Arrangements have been established for the whole life management and maintenance of surface water drainage systems. 	
<p>Policy CC/9: Managing Flood Risk</p> <p>1. In order to minimise flood risk, development will only be permitted where:</p> <ul style="list-style-type: none"> a. The sequential test and exception tests established by the National Planning Policy Framework demonstrate the development is acceptable (where required). b. Floor levels are 300mm above the 1 in 100 year flood level plus an allowance for climate change where appropriate and where appropriate and practicable also 300mm above adjacent highway levels. 	

c. Suitable flood protection / mitigation measures are incorporated as appropriate to the level and nature of flood risk, which can be satisfactorily implemented to ensure safe occupation, access and egress. Management and maintenance plans will be required, including arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime;

d. There would be no increase to flood risk elsewhere, and opportunities to reduce flood risk elsewhere have been explored and taken (where appropriate), including limiting discharge of surface water (post development volume and peak rate) to natural greenfield rates or lower, and

e. The destination of the discharge obeys the following priority order:

- i. Firstly, to the ground via infiltration;
- ii. Then, to a water body;
- iii. Then, to a surface water sewer;
- iv. Discharge to a foul water or combined sewer is unacceptable.

2. Site specific Flood Risk Assessments (FRAs) appropriate to the scale and nature of the development and the risks involved, and which takes account of future climate change, will be required for the following:

- f. Development proposals over 1ha in size;
- g. Any other development proposals in flood zones 2 and 3;
- h. Any other development proposals in flood zone 1 where evidence, in particular the Strategic Flood Risk Assessment or Surface Water Management Plans, indicates there are records of historic flooding or other sources of flooding, and/or a need for more detailed analysis.

3. FRAs will need to meet national standards and local guidance (including recommendations of the South Cambridgeshire and Cambridge City Strategic Flood Risk Assessment (2010) and the Phase 1 and 2 Water Cycle Strategy or successor documents).

Policy HQ/1: Design Principles

1. All new development must be of high quality design, with a clear vision as to the positive contribution the development will make to its local and wider context. As appropriate to the scale and nature of the development, proposals must:

- a. Preserve or enhance the character of the local urban and rural area and respond to its context in the wider landscape;
- b. Conserve or enhance important natural and historic assets and their setting;
- c. Include variety and interest within a coherent, place-responsive design, which is legible and creates a positive sense of place and identity whilst also responding to the local context and respecting local distinctiveness;
- d. Be compatible with its location and appropriate in terms of scale, density, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area;
- e. Deliver a strong visual relationship between buildings that comfortably define and enclose streets, squares and public places, creating interesting vistas, skylines, focal points and appropriately scaled landmarks along routes and around spaces;
- f. Achieve a permeable development with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets and other routes both within the development and linking with its surroundings and existing and

<p>proposed facilities and services, focusing on delivering attractive and safe opportunities for walking, cycling, public transport and, where appropriate, horse riding;</p> <p>g. Provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with other impairment such as of sight or hearing;</p> <p>h. Ensure that car parking is integrated into the development in a convenient, accessible manner and does not dominate the development and its surroundings or cause safety issues;</p> <p>i. Provide safe, secure, convenient and accessible provision for cycle parking and storage, facilities for waste management, recycling and collection in a manner that is appropriately integrated within the overall development;</p> <p>j. Provide a harmonious integrated mix of uses both within the site and with its surroundings that contributes to the creation of inclusive communities providing the facilities and services to meet the needs of the community;</p> <p>k. Ensure developments deliver flexibility that allows for future changes in needs and lifestyles, and adaptation to climate change;</p> <p>l. Mitigate and adapt to the impacts of climate change on development through location, form, orientation, materials and design of buildings and spaces;</p> <p>m. Include high quality landscaping and public spaces that integrate the development with its surroundings, having a clear definition between public and private space which provide opportunities for recreation, social interaction as well as support healthy lifestyles, biodiversity, sustainable drainage and climate change mitigation;</p> <p>n. Protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust;</p> <p>o. Design-out crime and create an environment that is created for people that is and feels safe, and has a strong community focus.</p> <p>2. Larger and more complex developments will be required to submit Masterplans and Design Codes to agree an overall vision and strategy for a development as a whole that demonstrates a comprehensive and inclusive approach.</p>	
<p>Policy HQ/2: Public Art and New Development</p> <p>1. The Council will encourage the provision or commissioning of public art that is integrated into the design of development as a means of enhancing the quality of development proposals, in particular from:</p> <ul style="list-style-type: none"> a. Residential developments comprising 10 or more dwellings; and b. Other developments where the floor area to be built is 1,000m² gross or more, including office, manufacturing, warehousing and retail developments. <p>2. Where development is unable to achieve an appropriate scheme on site the Council will encourage developers to make a financial contribution to support public art initiatives. Financial contributions may be pooled (up to a maximum of five), where appropriate.</p> <p>3. The provision of public art must involve the local community and could be community-led and have regard to the local circumstances of the site and/or local aspirations.</p> <p>4. Where public art is provided, contributions and commuted maintenance sums for up to 10 years will be required and include the cost of decommissioning where appropriate.</p>	
<p>Policy NH/1: Conservation Area and Green Separation at Longstanton</p>	

<p>Areas of countryside within the conservation area at Longstanton will form part of the green separation between Longstanton and Northstowe. Public access to this area of countryside will be controlled to protect the conservation area. The area will contain only open land uses, such as playing fields, allotments and cemeteries, which will contribute towards effective separation between these communities. The open aspect of the fields affording views of All Saints Church will be maintained. Elsewhere the landscape character of a series of hedged paddocks, small copses and tree belts will be maintained and enhanced.</p>	
<p>Policy NH/2: Protecting and Enhancing Landscape Character</p> <p>Development will only be permitted where it respects and retains, or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which is it located.</p>	
<p>Policy NH/3: Protecting Agricultural Land</p> <p>1. Planning permission will not be granted for development which would lead to the irreversible loss of Grades 1, 2 or 3a agricultural land unless:</p> <ul style="list-style-type: none"> a. Land is allocated for development in the Local Plan; b. Sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land. <p>2. Uses not involving substantial built development but which take agricultural land will be regarded as permanent unless restricted specifically by condition.</p> <p>3. When considering proposals for the change of use or diversification of farmland, particular consideration shall be given to the potential for impact upon Priority Species and Habitats</p>	
<p>Policy NH/4: Biodiversity</p> <p>1. Development proposals where the primary objective is to conserve or enhance biodiversity will be permitted.</p> <p>2. New development must aim to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Measures may include creating, enhancing and managing wildlife habitats and networks, and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation. Priority for habitat creation should be given to sites which assist in the achievement of targets in the Biodiversity Action Plans (BAPs) and aid delivery of the Cambridgeshire Green Infrastructure Strategy.</p> <p>3. If significant harm to the population or conservation status of a Protected Species, Priority Species¹ or Priority Habitat resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.</p> <p>4. Where there are grounds to believe that a proposal may affect a Protected Species, Priority Species or Priority Habitat, applicants will be expected to provide an adequate level of survey information and site assessment to establish the extent of a potential impact. This survey information and site assessment shall be provided prior to the determination of an application.</p> <p>5. Previously developed land (brownfield sites) will not be considered to be devoid of biodiversity. The reuse of such sites must be undertaken carefully with regard to existing features of biodiversity interest. Development proposals on such sites will be expected to include measures that maintain and enhance important features and appropriately incorporate them within any development of the site.</p> <p>6. Planning permission will be refused for development resulting in the loss, deterioration or fragmentation of irreplaceable habitats, such as ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.</p>	

<p>7. Climate change poses a serious threat to biodiversity and initiatives to reduce its impact need to be considered.</p>	
<p>Policy NH/5: Sites of Biodiversity or Geological Importance</p> <p>1. Proposed development likely to have an adverse effect on land within or adjoining a Site of Biodiversity or Geological Importance, as shown on the Policies Map (either individually or in combination with other developments), will not normally be permitted. Exceptions will only be made where the benefits of the development clearly outweigh any adverse impact.</p> <p>2. In determining any planning application affecting Sites of Biodiversity or Geological Importance the Council will ensure that the intrinsic natural features of particular interest are safeguarded or enhanced having regard to:</p> <ul style="list-style-type: none"> a. The international, national or local status and designation of the site; b. The nature and quality of the site’s features, including its rarity value; c. The extent of any adverse impacts on the notified features; d. The likely effectiveness of any proposed mitigation with respect to the protection of the features of interest; e. The need for compensatory measures in order to re-create on or off the site features or habitats that would be lost to development. <p>3. Where appropriate the Council will ensure the effective management of designated sites through the imposition of planning conditions or Section 106 agreements as appropriate.</p>	
<p>Policy NH/6: Green Infrastructure</p> <p>1. The Council will aim to conserve and enhance green infrastructure within the district. Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably and substantially outweigh any adverse impacts on the district’s green infrastructure network.</p> <p>2. The Council will encourage proposals which:</p> <ul style="list-style-type: none"> a. Reinforce, link, buffer and create new green infrastructure; and b. Promote, manage and interpret green infrastructure and enhance public enjoyment of it. <p>3. The Council will support proposals which deliver the strategic green infrastructure network and priorities set out in the Cambridgeshire Green Infrastructure Strategy, and which deliver local green infrastructure.</p> <p>4. All new developments will be required to contribute towards the enhancement of the green infrastructure network within the district. These contributions will include the establishment, enhancement and the on-going management costs.</p>	
<p>Policy NH/7: Ancient Woodlands and Veteran Trees</p> <p>1. Planning permission will be refused for development resulting in the loss or deterioration of ancient woodland (as shown on the Policies Map) or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.</p> <p>2. Development proposals affecting ancient woodland or veteran trees will be expected to mitigate any adverse impacts, and to contribute to the woodland’s or veteran tree’s management and further enhancement via planning conditions or planning obligations.</p>	
<p>Policy NH/8: Mitigating the Impact of Development In and Adjoining the Green Belt</p>	

<p>1. Any development proposals within the Green Belt must be located and designed so that they do not have an adverse effect on the rural character and openness of the Green Belt.</p> <p>2. Where development is permitted, landscaping conditions, together with a requirement that any planting is adequately maintained, will be attached to any planning permission in order to ensure that the impact on the Green Belt is mitigated.</p> <p>3. Development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality.</p>	
<p>Policy NH/13: Important Countryside Frontage</p> <p>1. Important Countryside Frontages are defined where land with a strong countryside character either:</p> <ul style="list-style-type: none"> a. Penetrates or sweeps into the built-up area providing a significant connection between the street scene and the surrounding rural area; or b. Provides an important rural break between two nearby but detached parts of a development framework. <p>2. Planning permission for development will be refused if it would compromise these purposes.</p>	
<p>Policy NH/14: Heritage Assets</p> <p>1. Development proposals will be supported when:</p> <ul style="list-style-type: none"> a. They sustain and enhance the special character and distinctiveness of the district's historic environment including its villages and countryside and its building traditions and details; b. They create new high quality environments with a strong sense of place by responding to local heritage character including in innovatory ways. <p>2. Development proposals will be supported when they sustain and enhance the significance of heritage assets, including their settings, as appropriate to their significance and in accordance with the National Planning Policy Framework, particularly:</p> <ul style="list-style-type: none"> c. Designated heritage assets, i.e. listed buildings, conservation areas, scheduled monuments, registered parks and gardens; d. Non-designated heritage assets including those identified in conservation area appraisals, through the development process and through further supplementary planning documents; e. The wider historic landscape of South Cambridgeshire including landscape and settlement patterns; f. Designed and other landscapes including historic parks and gardens, churchyards, village greens and public parks; g. Historic places; h. Archaeological remains of all periods from the earliest human habitation to modern times. 	
<p>Policy E/2: Cambridge Biomedical Campus Extension</p> <p>1. An extension to the Cambridge Biomedical Campus will be supported on land shown on the Policies Map for biomedical and biotechnology research and development within class B1(b) and related higher education and sui-generis medical research institutes.</p> <p>2. Proposals for development should:</p>	

<ul style="list-style-type: none"> a. Create substantial and attractive landscaped edges to the western, eastern and southern boundaries retaining and reinforcing existing planting on the southern and western boundaries. b. Provide an appropriate landscaped setting for the Nine Wells Local Nature Reserve and set back built development away from the south-western corner of the site. c. Demonstrate and incorporate suitable measures to ensure that there will be no material adverse impact on the volume, pattern of flow or water quality of the chalk springs at Nine Wells and Hobson’s Brook and Conduit. d. Demonstrate and incorporate suitable measures to ensure that surface water flood risks can be appropriately managed and mitigated to avoid flood risks to the site and to not increase flood risks elsewhere; and to make appropriate arrangements for foul drainage and sewage disposal through the preparation of a Foul Drainage Strategy. e. Not include any pedestrian access from the site to the western, southern and eastern boundaries in order to minimise visitor pressures on the Nine Wells LNR. f. Provide suitable measures to mitigate any adverse ecological impacts, in particular any potential for increased visitor pressures on Nine Wells LNR that may arise from the development notwithstanding sub-section e, and demonstrate regard for the conservation of farmland biodiversity and deliver an overall net gain in biodiversity. g. Have building heights which are no higher than those on the adjoining part of the Cambridge Biomedical Campus and which provide a suitable transition in reflection of the site’s edge of settlement location. h. Provide high quality new public realm and open space, retaining and enhancing existing watercourses. i. Include measures to enhance access to and within the Cambridge Biomedical Campus including provision for cyclists, pedestrians, wheelchair users and people with other disabilities, and mitigate impacts on the wider road network and parking in the surrounding area. j. Connect any new clinical buildings for the Cambridge University Hospitals NHS Foundation Trust to the Addenbrooke’s Hospital energy network, where feasible and viable. 	
<p>Policy SC/2: Health Impact Assessment</p> <p>New development will have a positive impact on the health and wellbeing of new and existing residents. Planning applications for developments of 20 or more dwellings or 1,000m² or more floorspace will be accompanied by a Health Impact Assessment to demonstrate this.</p> <ul style="list-style-type: none"> a. For developments of 100 or more dwellings or 5,000m² or more floorspace a full Health Impact Assessment will be required; b. For developments between 20 to 100 dwellings or 1,000 to 5,000m² or more floorspace the Health Impact Assessment will take the form of an extended screening or rapid Health Impact Assessment. 	
<p>Policy SC/9: Lighting Proposals</p> <p>1. Development proposals which include new external lighting will only be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none"> a. The proposed lighting scheme and levels are the minimum required for reasons of public safety, crime prevention / security, and living, working and recreational purposes; b. Light spillage and glare are minimised; 	

<p>c. There is no unacceptable adverse impact on the local amenity of neighbouring or nearby properties, or on the surrounding countryside;</p> <p>d. There is no dazzling or distraction to road users including cyclists, equestrians and pedestrians;</p> <p>e. Road and footway lighting meets the County Council's adopted standards.</p> <p>2. Proposed development that is adversely affected by existing artificial lighting outside the development site will not be permitted unless any significant impact can be mitigated to an acceptable level.</p>	
<p>Policy SC/10: Noise Pollution</p> <p>1. Planning permission will not be granted for development which:</p> <ul style="list-style-type: none"> a. Has an unacceptable adverse impact on the indoor and outdoor acoustic environment of existing or planned development; b. Has an unacceptable adverse impact on countryside areas of tranquillity which are important for wildlife and countryside recreation; c. Would be subject to unacceptable noise levels from existing noise sources, both ambient levels and having regard to noise characteristics such as impulses whether irregular or tonal. <p>2. Conditions may be attached to any planning permission to ensure adequate attenuation of noise emissions or to control the noise at source. Consideration will be given to the increase in road traffic that may arise due to development and conditions or Section 106 agreements may be used to minimise such noise.</p> <p>3. Where a planning application for residential development is near an existing noise source, the applicant will be required to demonstrate that the proposal would not be subject to an unacceptable noise levels both internally and externally.</p> <p>4. The Council will seek to ensure that noise from proposed commercial, industrial, recreational or transport use does not cause any significant increase in the background noise level at nearby existing noise sensitive premises which includes dwellings, hospitals, residential institutions, nursing homes, hotels, guesthouses, and schools and other educational establishments.</p>	
<p>Policy SC/11: Contaminated Land</p> <p>Where development is proposed on contaminated land or land suspected of being impacted by contaminants the Council will require developers to include an assessment of the extent of contamination and any possible risks. Proposals will only be permitted where land is, or can be made, suitable for the proposed use</p>	
<p>Policy SC/12: Air Quality</p> <p>1. Where development proposals would be subject to unacceptable air quality standards or would have an unacceptable impact on air quality standards they will be refused.</p> <p>2. Where emissions from the proposed development are prescribed by EU limit values or national objectives, the applicant will need to assess the impact on local air quality by undertaking an appropriate air quality assessment and detailed modelling exercise having regard to guidance current at the time of the application to show that the national objectives will still be achieved.</p> <p>3. Development will not be permitted where it would adversely affect air quality in an Air Quality Management Area (AQMA); or lead to the declaration of a new AQMA through causing a significant deterioration in local air quality by increasing pollutant levels either directly or indirectly; or if it would expose future occupiers to unacceptable pollutant levels.</p>	

4. Larger development proposals that require a Transport Assessment and a Travel Plan as set out in Policy TI/2 will be required to produce a site based Low Emission Strategy. This will be a condition of any planning permission given for any proposed development which may result in the deterioration of local air quality and will be required to ensure the implementation of suitable mitigation measures.

5. Development will be permitted where:

- a. It can be demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from emissions to air; or
- b. Where a development is a sensitive end use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality.

6. Specifically applicants must demonstrate that:

- c. There is no adverse effect on air quality in an Air Quality Management Area (AQMA) from the development;
 - d. Pollution levels within the AQMA will not have a significant adverse effect on the proposed use / users;
 - e. The development will not lead to the declaration of a new AQMA;
 - f. The development will not interfere with the implementation of and should be consistent with the current Air Quality Action Plan;
 - g. The development will not lead to an increase in emissions, degradation of air quality or increase in exposure to pollutants at or above the health based air quality objective;
 - h. Any impacts on the proposed use from existing poor air quality, are appropriately mitigated;
 - i. The development promotes sustainable transport measures and use of low emission vehicles in order to reduce the air quality impacts of vehicles.
7. Applicants shall, where appropriate, prepare and submit with their application, a relevant assessment, taking into account guidance current at the time of the application.

Policy TI/2: Planning for Sustainable Travel

1. Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.

2. Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport, including:

- a. Provision of safe, direct routes within permeable layouts that facilitate and encourage short distance trips by walking and cycling between home and nearby centres of attraction, and to bus stops or railway stations, to provide real travel choice for some or all of the journey, in accordance with Policy HQ/1;
- b. Provision of new cycle and walking routes that connect to existing networks, including the wider Rights of Way network, to strengthen connections between villages, Northstowe, Cambridge, market towns, and the wider countryside;
- c. Protection and improvement of existing cycle and walking routes, including the Rights of Way network, to ensure the effectiveness and amenity of these routes is maintained, including through maintenance, crossings, signposting and waymarking, and, where appropriate, widening and lighting;
- d. Provision of secure, accessible and convenient cycle parking in accordance with Policy TI/3;

<p>e. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the aims of the Cambridgeshire Local Transport Plan and South Cambridgeshire Community Transport Strategy.</p> <p>3. Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts (such as noise and pollution) and impact on amenity and health. This will be achieved through direct improvements and Section 106 contributions and/or the Community Infrastructure Levy (CIL), to address transport infrastructure in the wider area including across the district boundary.</p> <p>4. Developers of 'larger developments' or where a proposal is likely to have 'significant transport implications' will be required to demonstrate they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts through provision of a Transport Assessment and Travel Plan. All other developments will be required to submit a Transport Statement. Where a Transport Assessment / Statement or Travel Plan is required, a Low Emissions Strategy Statement should be integrated.</p> <p>5. Travel Plans must have measurable outputs, be related to the aims and objectives in the Local Transport Plan and provide monitoring and enforcement arrangements. Planning obligations may be an appropriate means of securing the provision of some or all of a Travel Plan, including the requirement for an annual monitoring and progress report. Submission of area-wide Travel Plans will be considered in appropriate situations. Outline planning applications are required to submit a framework for the preparation of a Travel Plan.</p>	
<p>Policy TI/7: Lord's Bridge Radio Telescope</p> <p>1. Within the 'Lord's Bridge Restricted Area' (defined on the Policies Map), planning permission will only be granted for development that would not result in any risk of interference to the Mullard Radio Astronomy Observatory at Lord's Bridge.</p> <p>2. Within the 'Lords Bridge Consultation Area 1' (defined on the Policies Map), development proposals that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, and account will be taken of the risk of interference to the equipment being used at the Observatory. Planning permission will be refused where interference would be caused that could not be overcome by conditions or by the use of planning obligations.</p> <p>3. Within the 'Lords Bridge Consultation Area 2' (defined on the Policies Map), development proposals for telecommunications and microwave operations that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, and account will be taken of the risk of interference to the equipment being used at the Observatory. Planning permission will be refused where interference would be caused that could not be overcome by conditions or by the use of planning obligations.</p>	

Table D-2 – Cambridge Local Plan (October 2018)

<p>Policy Text</p>
<p>Policy 1: The presumption in favour of sustainable development</p> <p>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework (NPPF, 20125). It will always work proactively with applicants to jointly find solutions, so that proposals can be approved wherever possible, and to secure development that improves the economic success and quality of life and place in Cambridge.</p>

Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or the relevant policies are out of date at the time of making the decision, then the

Council will grant planning permission unless material considerations indicate otherwise, taking into account whether:

- a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (NPPF, 2012) as a whole; or
- b. specific policies in that framework indicate that development should be restricted.

Policy 4: The Cambridge Green Belt

The extent of the Cambridge Green Belt within the administrative area of Cambridge City Council is set out on the Policies Map. New development in the Green Belt will only be approved in line with Green Belt policy in the National Planning Policy Framework (2012).

Policy 5: Sustainable transport and infrastructure

Development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). Cambridge City Council, Cambridgeshire County Council and developers will work together to achieve the objectives and implement the Cambridge specific proposals in the LTP and the TSCSC, with particular emphasis on securing modal shift and the greater use of more sustainable forms of transport. In addition, Cambridge City Council will work with partners to support the implementation of transport schemes that will improve linkages across the region and by doing so increase the use of sustainable transport modes to get to and from Cambridge. More specifically, the following will be supported, in principle:

- a. delivery of local and strategic transport schemes, subject to the outcome of up-to-date, detailed assessments and consultation, where appropriate;
- b. promoting greater pedestrian and cycle priority through and to the city centre, district centres and potentially incorporating public realm and cycle parking improvements;
- c. promoting sustainable transport and access for all to and from major employers, education and research clusters, hospitals, schools and colleges;
- d. working with partners in supporting the TSCSC's aim for a joined-up, city-wide cycle and pedestrian network by addressing 'pinch-points', barriers and missing links;
- e. linking growth to the proposed city-wide 20 mph zone; and
- f. easing pressure on the air quality management area (AQMA) in the city centre.

Policy 8: Setting of the city

Development on the urban edge, including sites within and abutting green infrastructure corridors and the Cambridge Green Belt, open spaces and the River Cam corridor, will only be supported where it:

- a. responds to, conserves and enhances the setting, and special character of the city, in accordance with the Cambridge Landscape Character Assessment 2003, Green Belt assessments, Cambridgeshire Green Infrastructure Strategy and their successor documents;
- b. promotes access to the surrounding countryside/open space, where appropriate; and
- c. safeguards the best and most versatile agricultural land unless sustainable development considerations and the need for development are sufficient to override the need to protect the agricultural value of land; and

- d. includes landscape improvement proposals that strengthen or recreate the well-defined and vegetated urban edge, improve visual amenity and enhance biodiversity.

Proposals where the primary objective is to conserve or enhance biodiversity, particularly proposals for landscape-scale enhancement across local authority boundaries, will also be supported. The Council will support proposals which deliver the strategic green infrastructure network and priorities set out in the Cambridgeshire Green Infrastructure Strategy

Policy 14: Areas of Major Change and Opportunity Areas – general principles

Development within the AOMCs and Opportunity Areas should be of the highest quality design and incorporate the principles of sustainable design and construction. With the exception of very minor development, the development of each site within the AOMCs and the Opportunity Areas shall only be permitted in the following circumstances:

- a. when the necessary infrastructure and associated arrangements to support that development have been secured, either by delivery as part of the development or through other stakeholders including relevant local authorities; or
- b. where acceptable alternative infrastructure provision, including temporary provision where appropriate, has been secured; or
- c. where an assessment shows that a particular development can take place in advance of such provision without causing unacceptable impacts.

Additionally, development shall only be permitted:

- a. where it is in accordance with a comprehensive implementation plan for the area which has demonstrable support from all key landowners or it is supported by evidence to demonstrate that the comprehensive and successful delivery of the development can still take place without this being secured; and
- b. where the development is based on clearly articulated and justified objectives and approach through the provision of a site-wide masterplan, strategies and/or other over-arching coordination documents; and,
- c. in instances where the infrastructure provision is to be phased, an approved phasing strategy is in place.

In terms of movement, density and activity, development should:

- d. be of higher densities in the city centre, and around key transport interchanges (including Cambridge North Station), district centres and local centres; and
- e. create active and vibrant places that encourage social interaction and meeting, and foster a sense of community.

In protecting existing assets, including heritage assets, landscape and water management, development should:

- f. seek to protect existing public assets, including open space and leisure facilities. Where the loss of such assets is unavoidable, appropriate mitigation should be provided, including where applicable the replacement of assets in an alternative location, in addition to infrastructure generated by the needs of the development;
- g. ensure public rights of way are protected, and enhanced where possible;
- h. develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features and heritage assets; and,
- i. where practicable, undertake on-site strategic landscaping to the agreed framework early in the development of the site so that this will become established as development proceeds.

All development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. Promoters of major development, including redevelopment of

existing floor space, should prepare a Sustainability Statement as part of the Design and Access Statement submitted with their planning application, outlining their approach to the following issues:

- a. adaptation to climate change
- b. carbon reduction
- c. water management
- d. site waste management
- e. use of materials

In order to ensure that the growth of Cambridge supports the achievement of national carbon reduction targets, and does not exacerbate Cambridge’s severe water stress, all new development will be required to meet the following minimum standards of sustainable construction, carbon reduction and water efficiency, unless it can be demonstrated that such provision is not technically or economically viable:

New homes:

Year*	On-site reduction of regulated carbon emissions relative to Part L 2006	Water efficiency
2014	44%	110 litres/person/day
2016 onwards	44% - note this requirement will only apply until commencement of the amendments to Section (1) (c) of the Planning and Energy Act 2008	110 litres/person/day

New non-residential development:

Year*	Minimum BREEAM Level	On-Site carbon reduction	Water efficiency
2014	Very good	In line with 2014 Part L	Full credits to be achieved for category Wat 01 of BREEAM

2016 onwards	Excellent	In line with the minimum requirements associated with BREEAM 'excellent'	Full credits to be achieved for category Wat 01 of BREEAM
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* Application subject to financial year

Where redevelopment/refurbishment of existing buildings is proposed, the development of bespoke assessment methodologies to assess the environmental impact of the proposals for submission with the planning application will be supported, subject to agreement of the scope of the alternative methodology with the Council. Proposals that lead to levels of environmental performance equivalent to or higher than BREEAM will be supported. Where proposals relate to designated heritage assets, care will need to be taken to ensure that any proposals related to environmental performance are considered against the significance of the heritage asset and do not cause unacceptable harm to the asset’s significance.

In order to promote the use of community energy networks, a strategic district heating area is shown on the Policies Map. Major development proposals within this area should where possible connect to existing heat networks or networks under construction. This requirement will be relaxed if applicants can provide evidence that doing so would affect the viability of schemes. The Council will also be supportive of the futureproofing of developments so that they are capable of connecting to future heat networks.

Policy 29: Renewable and low carbon energy generation

Proposals for development involving the provision of renewable and/or low carbon energy generation, including community energy projects, will be supported, subject to the acceptability of their wider impacts. As part of such proposals, the following should be demonstrated:

- a. that any adverse impacts on the environment, including local amenity and impacts on the historic environment and the setting of heritage assets, have been minimised as far as possible. These considerations will include air quality concerns, particularly where proposals fall within or close to the air quality management area(s) or areas where air pollution levels are approaching the EU limit values, as well as noise issues associated with certain renewable and low carbon technologies; and
- b. that where any localised adverse environmental effects remain, these are outweighed by the wider environmental, economic or social benefits of the scheme.

Note that this policy does not apply to applications for wind turbines, which would be considered against the requirements set out in the Local Planning Written Ministerial Statement, dated 18 June 2015.

Policy 31: Integrated water management and the water cycle

Development will be permitted provided that:

- a. surface water is managed close to its source and on the surface where reasonably practicable to do so;
- b. priority is given to the use of nature services;
- c. water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development;
- d. the features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to making places for people;
- e. surface water management features are multi-functional wherever possible in their land use;
- f. any flat roof is a green or brown roof, providing that it is acceptable in terms of its context in the historic environment of Cambridge (see Policy 61: Conservation and Enhancement of Cambridge's Historic Environment) and the structural capacity of the roof if it is a refurbishment. Green or brown roofs should be widely used in largescale new communities;
- g. there is no discharge from the developed site for rainfall depths up to 5 mm of any rainfall event;
- h. the run-off from all hard surfaces shall receive an appropriate level of treatment in accordance with Sustainable Drainage Systems guidelines, SUDS Manual (CIRIA C753), to minimise the risk of pollution;
- i. development adjacent to a water body actively seeks to enhance the water body in terms of its hydromorphology, biodiversity potential and setting;
- j. watercourses are not culverted and any opportunity to remove culverts is taken; and
- k. all hard surfaces are permeable surfaces where reasonably practicable, and having regard to groundwater protection.

Policy 32: Flood risk

Potential flood risk from the development

Development will be permitted providing it is demonstrated that:

- a. the peak rate of run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site;
- b. the post-development volume of run-off, allowing for climate change over the development lifetime, is no greater than it would have been for the undeveloped site. If this cannot be achieved then the limiting discharge is 2 litre/s/ha for all events up to the 100-year return period event;

- c. the development is designed so that the flooding of property in and adjacent to the development would not occur for a 1 in 100 year event, plus an allowance for climate change and in the event of local drainage system failure;
- d. the discharge locations have the capacity to receive all foul and surface water flows from the development, including discharge by infiltration, into water bodies and into sewers;
- e. there is a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and
- f. the destination of the discharge obeys the following priority order:
 - firstly, to ground via infiltration;
 - then, to a water body;
 - then, to a surface water sewer.

Discharge to a foul water or combined sewer is unacceptable

Potential flood risk to the development

Development will be permitted if an assessment of the flood risk is undertaken following the principles of the National Planning Policy Framework (2012) and additionally

For an undeveloped site:

- a. if it is not located within the Environment Agency's flood zone 3b, unless it is a water-compatible development and does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes and employs flood resilient and resistant construction, including appropriate boundary treatment and has a safe means of evacuation; and
- b. if it is not located within the Environment Agency's flood zone 3a, unless it is a water compatible development or minor development when the principles in a) above apply; and
- c. if it is located within the Environment Agency's flood zone 2 or a surface water wet spot and employs flood resilient and resistant construction as appropriate; and
- d. floor levels are 300mm above the 1-in-100-years flood level, plus an allowance for climate change where appropriate and/or 300mm above adjacent highway levels where appropriate. For a previously developed site: Opportunities should be taken to reduce the existing flood risk by the positioning of any development so that it does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes, and it employs flood resilient and resistant construction including appropriate boundary treatment and has a safe means of evacuation.

Policy 33: Contaminated land

Development will be permitted where the applicant can demonstrate that:

- a. there will be no adverse health impacts to future occupiers from ground contamination resulting from existing/previous uses of the area;
- b. there will be no adverse impacts to the surrounding occupiers, controlled waters and the environment from suspected/identified ground contamination from existing/previous uses, caused by the development; and
- c. there will be no impact to future and surrounding occupiers from onsite and off-site gas migration.

Where contamination is suspected or known to exist, an assessment should be undertaken to identify existing/former uses in the area that could have resulted in ground contamination; and if necessary:

- d. design and undertake an intrusive investigation to identify the risks of ground contamination, including groundwater and ground gases; and if proven there is a risk;

e. submit a remediation strategy and/or adopt and implement mitigation measures, to ensure a safe development and ensure that the site is stable and suitable to the new use in accordance with the National Planning Policy Framework (2012);

f. ensure that there are no adverse health impacts to future/surrounding occupiers and groundwater impacts and that there is no deterioration of the environment.

Proposals for sensitive developments on existing or former industrial areas will be permitted where it is demonstrated that the identified contamination is capable of being suitably remediated for the proposed end use.

Policy 34: Light pollution control

Development proposals that include new external lighting or changes to existing external lighting will be permitted where it can be demonstrated that:

- a. it is the minimum required to undertake the task, taking into account public safety and crime prevention;
- b. upwards or intrusive light spillage is minimised;
- c. it minimises impact to local residential amenity; and
- d. it minimises impact to wildlife and landscape character, particularly at sites on the edge of Cambridge.

Developers of major sites will be required to submit an assessment of the impact on any sensitive residential premises both on- and off-site.

Policy 35: Protection of human health and quality of life from noise and vibration

Development will be permitted where it is demonstrated that:

- a. it will not lead to significant adverse effects and impacts, including cumulative effects and construction phase impacts wherever applicable, on health and quality of life/amenity from noise and vibration; and
- b. adverse noise effects/impacts can be minimised by appropriate reduction and/or mitigation measures secured through the use of conditions or planning obligations, as appropriate (prevention through high quality acoustic design is preferable to mitigation).

People's health and quality of life needs be protected from unacceptable noise impacts by effectively and appropriately managing the relationship between noise sensitive development and noise sources through land use planning. Noise must be carefully considered when new development might create additional noise and when development would be sensitive to existing or future noise.

Residential and other noise sensitive development will be permitted where it can be demonstrated that future users of the development will not be exposed internally and externally to unacceptable levels of noise pollution/disturbance from existing or planned uses. This would include proposed noise sensitive development that may experience adverse impacts as a result of exposure to noise from existing or planned/future (i) transport sources (air, road, rail and mixed sources) or (ii) industrial, trade or business / commercial sources.

Noise generating development including industrial, trade or business/commercial uses with associated transport noise sources will be permitted where it can be demonstrated that any nearby noise sensitive uses (as existing or planned) will not be exposed to noise that will have an unacceptable adverse impact on health and quality of life both internally and externally.

A Noise Impact Assessment will be required to support applications for noise sensitive and noise generating development as detailed above including consideration of any noise impacts during the construction phase wherever applicable, when noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure and impacts.

Policy 36: Air quality, odour and dust

Development will be permitted where it can be demonstrated:

- a. that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air; or
- b. where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.

According to the end-use and nature of the area and application, applicants must demonstrate that:

- a. there is no adverse effect on air quality in an air quality management area (AQMA);
- b. pollution levels within the AQMA will not have a significant adverse effect on the proposed use/users;
- c. the development will not lead to the declaration of a new AQMA;
- d. the development will not interfere with the implementation of the current Air Quality Action Plan (AQAP);
- e. any sources of emissions to air, odours and fugitive dusts generated by the development are adequately mitigated so as not to lead to loss of amenity for existing and future occupants and land uses; and
- f. any impacts on the proposed use from existing poor air quality, odour and emissions are appropriately monitored and mitigated by the developer.

Policy 55: Responding to context

Development will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings to help create distinctive and high quality places. Development will:

- a. identify and respond positively to existing features of natural, historic or local importance on and close to the proposed development site;
- b. be well connected to, and integrated with, the immediate locality and wider city; and
- c. use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new development

Policy 56: Creating successful places

Development that is designed to be attractive, high quality, accessible, inclusive and safe will be supported. Proposals should:

- a. provide a comprehensive design approach that achieves the successful integration of buildings, the routes and spaces between buildings, topography and landscape;
- b. create streets that respond to their levels of use while not allowing vehicular traffic to dominate;
- c. create attractive and appropriately scaled built frontages to positively enhance the townscape where development adjoins streets and/or public spaces;
- d. ensure that buildings are orientated to provide natural surveillance;
- e. create active edges on to public space by locating appropriate uses, as well as entrances and windows of habitable rooms next to the street;
- f. create clearly defined public and private amenity spaces that are designed to be inclusive, usable, safe and enjoyable;
- g. be designed to remove the threat or perceived threat of crime and improve community safety;
- h. use materials, finishes and street furniture suitable to the location and context;

- i. create and improve public realm, open space and landscaped areas that respond to their context and development as a whole and are designed as an integral part of the scheme;
- j. embed public art as an integral part of the proposals as identified through the Council's Public Art Supplementary Planning Document; and
- k. ensure that proposals meet the principles of inclusive design, and in particular meet the needs of disabled people, the elderly and those with young children.

Policy 57: Designing new buildings

High quality new buildings will be supported where it can be demonstrated that they:

- a. have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views;
- b. are convenient, safe and accessible for all users;
- c. are constructed in a sustainable manner and are easily adaptable;
- d. successfully integrate functional needs such as refuse and recycling, bicycles and car parking;
- e. design measures to reduce the environmental impact of the buildings, such as renewable energy systems and other rooftop plant and services, in an architecturally integrated way;
- f. successfully integrate features such as meter boxes in an unobtrusive manner;
- g. position building names and numbers clearly and ensure that secure letter boxes are conveniently located and accessible from the street; and
- h. include an appropriate scale of features and facilities to maintain and increase levels of biodiversity in the built environment.

Policy 59: Designing landscape and the public realm

External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. High quality development will be supported where it is demonstrated that:

- a. the design relates to the character and intended function of the spaces and surrounding buildings;
- b. existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are retained and protected;
- c. microclimate is factored into design proposals and that public spaces receive adequate sunlight;
- d. materials are of a high quality and respond to the context to help create local distinctiveness;
- e. an integrated approach is taken to surface water management as part of the overall design;
- f. a coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art;
- g. trees and other planting is incorporated, appropriate to both the scale of buildings and the space available;
- h. species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate; and
- i. the design considers the needs of all users and adopts the principles of inclusive design.

Policy 61: Conservation and enhancement of Cambridge's historic environment

To ensure the conservation and enhancement of Cambridge's historic environment, proposals should:

- a. preserve or enhance the significance of the heritage assets of the city, their setting and the wider townscape, including views into, within and out of conservation areas;
- b. retain buildings and spaces, the loss of which would cause harm to the character or appearance of the conservation area;
- c. be of an appropriate scale, form, height, massing, alignment and detailed design which will contribute to local distinctiveness, complement the built form and scale of heritage assets and respect the character, appearance and setting of the locality;
- d. demonstrate a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits, alongside assessment of the potential impact of the development on the heritage asset and its context; and
- e. provide clear justification for any works that would lead to harm or substantial harm to a heritage asset yet be of substantial public benefit, through detailed analysis of the asset and the proposal.

Policy 67: Protection of open space

Development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreational importance unless:

- a. the open space can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and
- b. the re-provision is located within a short walk (400m) of the original site.

In the case of school, college and university grounds, development may be permitted where it meets a demonstrable educational need and does not adversely affect playing fields or other formal sports provision on the site. Where replacement open space is to be provided in an alternative location, the replacement site/facility must be fully available for use before the area of open space to be lost can be redeveloped.

Policy 69: Protection of sites of biodiversity and geodiversity importance

In determining any planning application affecting a site of biodiversity or geodiversity importance, development will be permitted if it will not have an adverse impact on, or lead to the loss of, part or all of a site identified on the Policies Map. Regard must be had to the international, national or local status and designation of the site and the nature and quality of the site's intrinsic features, including its rarity.

Where development is permitted, proposals must include measures:

- a. to minimise harm;
- b. to secure achievable mitigation and/or compensatory measures; and
- c. where possible enhance the nature conservation value of the site affected through habitat creation, linkage and management.

In exceptional circumstances, where the importance of the development outweighs the need to retain the site, adequate replacement habitat must be provided.

Any replacement habitat must be provided before development commences on any proposed area of habitat to be lost.

Policy 70: Protection of priority species and habitats

Development will be permitted which:

- a. protects priority species and habitats; and
- b. enhances habitats and populations of priority species.

Proposals that harm or disturb populations and habitats should:

- c. minimise any ecological harm; and

- d. secure achievable mitigation and/or compensatory measures, resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

Where development is proposed within or adjoining a site hosting priority species and habitats, or which will otherwise affect a national priority species or a species listed in the national and Cambridgeshire-specific biodiversity action plans (BAPs), an assessment of the following will be required:

- e. current status of the species population;
- f. the species' use of the site and other adjacent habitats;
- g. the impact of the proposed development on legally protected species, national and Cambridgeshire-specific BAP species and their habitats; and
- h. details of measures to fully protect the species and habitats identified.

If significant harm to the population or conservation status of a protected species, priority species or priority habitat resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused

Policy 71: Trees

Development will not be permitted which involves felling, significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value, unless there are demonstrable public benefits accruing from the proposal which clearly outweigh the current and future amenity value of the trees.

Development proposals should:

- a. preserve, protect and enhance existing trees and hedges that have amenity value as perceived from the public realm;
- b. provide appropriate replacement planting, where felling is proved necessary; and
- c. provide sufficient space for trees and other vegetation to mature.

Particular consideration should be given to veteran or ancient trees, as defined by Natural England, in order to preserve their historic, ecological and amenity value

Policy 80: Supporting sustainable access to development

Development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. This will be achieved by:

- a. ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development;
- b. supporting public transport, walking and cycling to, from and within a development by:
 1. giving priority to these modes where there is conflict with cars;
 2. conveniently linking the development with the surrounding walking, cycling and public transport networks;
 3. prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;
 4. ensuring accessibility for those with impaired mobility; and
 5. safeguarding existing and proposed routes for walking, cycling, and public transport, including the Chisholm Trail, from development that would prejudice their continued use and/or development. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed developments. The proposed

routes are identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire and on Figure 9.1 of this plan.

- c. ensuring that any development requiring a new road or road access accords with the following:
 - 6. it is designed to give high priority to the needs of pedestrians and cyclists, including their safety;
 - 7. it restricts through access for general motor traffic where appropriate;
 - 8. it discourages speeding;
 - 9. it discourages inappropriate car-based links within the network, but encourages non-car based links;
 - 10. it minimises additional car traffic in the surrounding area; and
 - 11. there is safe and appropriate access to the adjoining road, pedestrian and cycle networks.

Policy 81: Mitigating the transport impact of development

Developments will only be permitted where they do not have an unacceptable transport impact. Therefore, new development will require:

- a. sufficient information to be supplied with all development proposals that the transport impact can be suitably assessed. This should take the form of transport assessments for schemes above the thresholds set in the latest Cambridgeshire County Council guidance;
- b. a travel plan to accompany all major development proposals; and
- c. reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport impact of the development acceptable. This could include investment in infrastructure, services or behavioural change measures to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset.

Policy 82: Parking management

Planning permission will not be granted for developments that would be contrary to the parking standards set out in Appendix L. This includes:

- a. providing no more than the car parking standards for new residential and non-residential development set out in Appendix L, taking into account the accessibility of the site to public transport and the nature of the use. In the city centre, and on streets with overnight parking stress, on and off street (non-disabled bay) car parking levels should be maintained at current levels for shoppers, residents and workers;
- b. providing at least the cycle parking levels in Appendix L; and
- c. providing at least the disabled and inclusive parking requirements in Appendix L.

Car-free and car-capped development is acceptable in the following circumstances:

- d. where there is good, easily walkable and cyclable access to a district centre or the city centre;
- e. where there is high public transport accessibility; and
- f. where the car-free status of the development can realistically be enforced by planning obligations and/or on-street parking controls.

The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking. Electric vehicle charging points or the infrastructure to ensure their future provision should be provided within a development where reasonable and proportionate.

Developments should also provide adequate provision for servicing and public service vehicles.

On-street parking will be managed in partnership with Cambridgeshire County Council to ensure the safe passage of cyclists and pedestrians, emergency service access and to reduce nuisance to residents from commuter and shopper parking.

Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the new development. Where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made so that an appropriate level of infrastructure is maintained.

Infrastructure provision will reflect the Council's priorities for infrastructure set out in the Cambridge and South Cambridgeshire Infrastructure Delivery Study and its successor documents. The Council will work positively with neighbouring authorities and Cambridgeshire County Council on infrastructure issues, including the Community Infrastructure Levy (CIL), which the Council is committed to introducing in 2014. Until the introduction of the CIL, and to a lesser degree thereafter, the Council will continue to use planning obligations under Section 106 of the Town and Country Planning Act 1990 to ensure developer contributions towards necessary infrastructure are maximised.

Planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

Planning obligations and/or a future CIL could be required for the following:

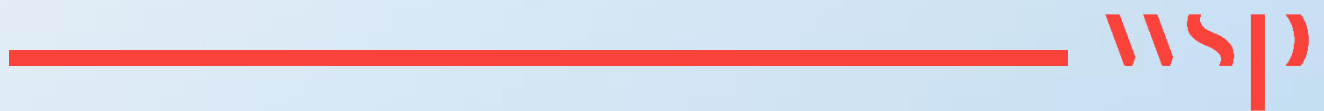
- a. transport infrastructure
- b. public transport
- c. drainage and flood protection
- d. waste recycling facilities
- e. education
- f. healthcare
- g. leisure and recreation facilities
- h. community and social facilities
- i. cultural facilities, including public art
- j. emergency services
- k. green infrastructure
- l. open space m. affordable housing

The above list is not exhaustive and there may be scope for requiring developer contributions towards a wider range of infrastructure measures. Contributions could also be used to secure ongoing maintenance where this is deemed appropriate.

The introduction of CIL will be accompanied by a review of the Council's guidance on planning obligations, and will ensure that the range and level of contributions towards local infrastructure needs are kept up to date and maximised in the context of emerging CIL practice and guidance. The guidance on planning obligations will be adopted alongside a CIL charging schedule and a CIL Regulation 123 list. These documents will clarify what infrastructure types/projects the Council will seek to fund via CIL and what infrastructure types/projects the Council will seek to secure via planning obligations.

Appendix E

OTHER RELEVANT NATIONAL STRATEGIES





Gear Change: a bold vision for cycling and walking (July 2020)

Gear Change outlines the vision of central government to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, and follows the following themes:

- Better streets for cycling and people
- Cycling and walking at the heart of decision-making
- Empowering and encouraging local authorities
- Enabling people to cycle and protecting them when they do

The Local Transport Note (LTN) provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy and Gear Change. It supports the delivery of high-quality cycle infrastructure and reflects current good practice, standards and legal requirements. Inclusive cycling is the underlying theme so that people of all ages and abilities are considered.

Delivery of the Project aligns with the vision of Gear Change for providing a safer and more accessible cycling network in the east of Cambridge. An emergency access and maintenance track is proposed to run alongside the guided transport route, which would also provide an active travel path for pedestrians and cyclists. This active travel path adds to the growing rural walking and cycling network as it integrates with new and existing routes such as the planned Comberton Greenway and Madingley Road scheme.

The Project also includes cycle parking, shed and shelters at the Park and Ride site and at stops along the route. Crossing points along the route to ensure safe pedestrian and cycle journeys are also provided in the scheme. The improvements to cycling infrastructure provided with the Project will enable residents and cycle user groups to use the cycle network as a form of active travel, supporting the strategic goals of Gear Change to be met.

Ten Point Plan for a Green Industrial Revolution (November 2020)

The government's Ten Point Plan for a Green Industrial Revolution aims to turn the UK into the world's number one centre for green technology and finance, laying the foundations for decades of economic growth by delivering Net Zero emissions in a way that creates jobs and allows people to carry on living their lives. The ten points deal with:

- Advancing offshore wind
- Driving the growth of low-carbon hydrogen
- Delivering new and advanced nuclear power
- Accelerating the shift to zero-emission vehicles
- Green public transport, cycling and walking
- Jet zero and green ships
- Greener buildings
- Investing in carbon capture, usage and storage
- Protecting our natural environment



- Green finance and innovation

The Project encourages mode shift from car to the guided transport system and active transport modes. As such, the Project will directly contribute to the strategic goals of the Ten Point Plan by encouraging greener public transport and reducing emissions through the provision of an improved bus network and active travel infrastructure, which in turn will protect the natural environment.

National Infrastructure Strategy (November 2020)

The National Infrastructure Strategy sets out the government's plan to transform the UK's infrastructure networks. The three central objectives of the strategy are: economic recovery, levelling up and strengthening the Union; and meeting the UK's net zero emissions target by 2050.

The strategy notes that decarbonisation of the UK's power, heat and transport networks – which together account for over one-third of UK emissions is a necessary step to put the UK on a path to meeting its net zero emissions target by 2050. Furthermore, the strategy aims to make bus and rail networks in cities and regions comparable to Greater London.

Under the Levelling up objective, the strategy recognises the £5 billion planned investment during this parliament to transform bus services and cycling infrastructure as key to leaving no community or business behind. The strategy notes that increasing cycling and walking can help tackle some of the most challenging issues facing UK society including improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on the roads.

The Project's impact on connecting housing to employment centres through a reliable and high frequency bus network is aligned with the National Infrastructure Strategy objectives of economic recovery and growth. The resulting modal shift to public transport and active transport as well as the Project's commitment to Euro VI or possibly electric vehicles is in line with the strategy's goals for meeting net zero emissions target by 2050.

Build Back Better: our plan for growth (March 2021)

The 'Build Back Better: Our Plan for Growth' establishes the government's plans to support growth through significant investment in infrastructure, skills and innovation, and to pursue growth that levels up every part of the UK, enables the transition to net zero, and supports the vision for Global Britain.

Within the core pillar of infrastructure, it is noted that well developed transport networks allow businesses to grow and expand, allowing them to extend supply chains, deepen labour and product markets, collaborate, innovate and attract inward investment.

One of the key places for the infrastructure investment is the Oxford-Cambridge Arc. The Oxford-Cambridge Arc establishes a long-term, holistic strategy for infrastructure investment to support jobs, unlock clean growth, and achieve net zero alongside environmental sustainability; cultivating the Arc's potential to become a global innovation powerhouse. The Project offers a high-quality public transport network supporting growth in western Cambridge and offering potential for future integration of services with East West Rail in Cambourne enhancing further the sustainable transport options for travel between Cambourne and Cambridge city centre.



Bus Back Better: national bus strategy for England (March 2021)

The DfT published Bus Back Better, the national bus strategy for England in March 2021. The national strategy aims to transform bus services across the country ensuring buses are more frequent, more reliable, easier to understand and use, better co-ordinated, cheaper and more environmentally friendly. The Bus Back Better document sets out how the DfT intends to disburse the £3bn of new funding announced in 2020 for levelling up of buses across England; and its focus on building back bus use from the significant shift to private car from public transport caused by the COVID-19 pandemic. After the pre-COVID-19 passenger levels are achieved, the strategy intends to further exceed the previous passenger demand levels by providing guidance on making buses a practical and attractive alternative to the car for more people.

The Bus Back Better document highlights the importance of buses as part of the transport system. In 2019/2020, bus journeys were more than double those made by rail. The document outlines ways of improving bus services throughout the UK, creating sustainable offerings for all passengers, and increasing the usage of buses whilst also improving economic sustainability of bus routes.

Through the guidance, Local Transport Authorities are required to commit to establishing Enhanced Partnerships, or bus franchising by the end of June 2021. The partnerships must then be delivered by April 2022. The Government also required Local Transport Authorities to publish a Bus Service Improvement Plan (BSIP) by the end of October 2021, detailing how they proposed to improve services.

- The measures recommended for bus improvements in the Bus Back Better document are:
- More frequent buses
- Faster and more reliable buses
- Cheaper buses
- More comprehensive network
- Easier to understand network
- Easier to use network
- Buses that are better to ride in
- Buses that are better integrated with other modes and each other
- Buses that are greener
- Buses that are accessible and inclusive
- Operators that are innovative
- Seen as a safe mode of transport

The Project is aligned with all these recommendations. C2C will offer passengers a high frequency, fast and reliable public transport service integrated with active modes. The scheme is expected to be implemented as a partnership between the Local Transport Agencies/ Councils and the operators and will be key to achieving the desired mode-share shift.



Decarbonising Transport A Better, Greener Britain (July 2021)

The Transport Decarbonisation Plan, 'Decarbonising Transport: A Better, Greener Britain', sets out government's commitments and the actions needed to decarbonise the entire transport system in the UK.

This plan identifies accelerating modal shift to public and active transport as a strategic priority for achieving the Net Zero goals by 2050. The plan aims to make public transport and active travel the natural first choice for daily activities. Better quality infrastructure through high quality road design, dedicated routes, and networks, and enabling people to access cycles are noted to make people feel safer and more confident walking and cycling for short journeys. A cohesive, integrated and affordable net zero public transport network designed for the needs of the passengers is recognized to empower users to make sustainable end to end journeys and enable inclusive mobility.

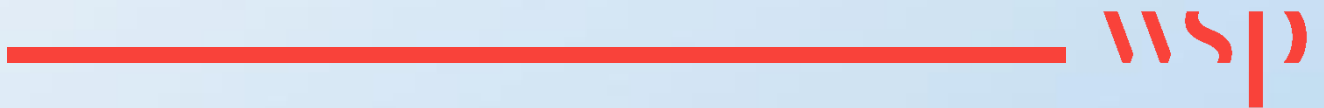
The plan notes that efforts must be made to increase the share of journeys taken by public transport as buses and coaches play a crucial role in transport achieving net zero and driving green transformation. In addition to mode shift, the plan recognises the need for a zero-emission bus fleet, which are expected to achieve long term operating cost savings, which can be reinvested in improved service frequencies, lower fares and other improvements for bus users.

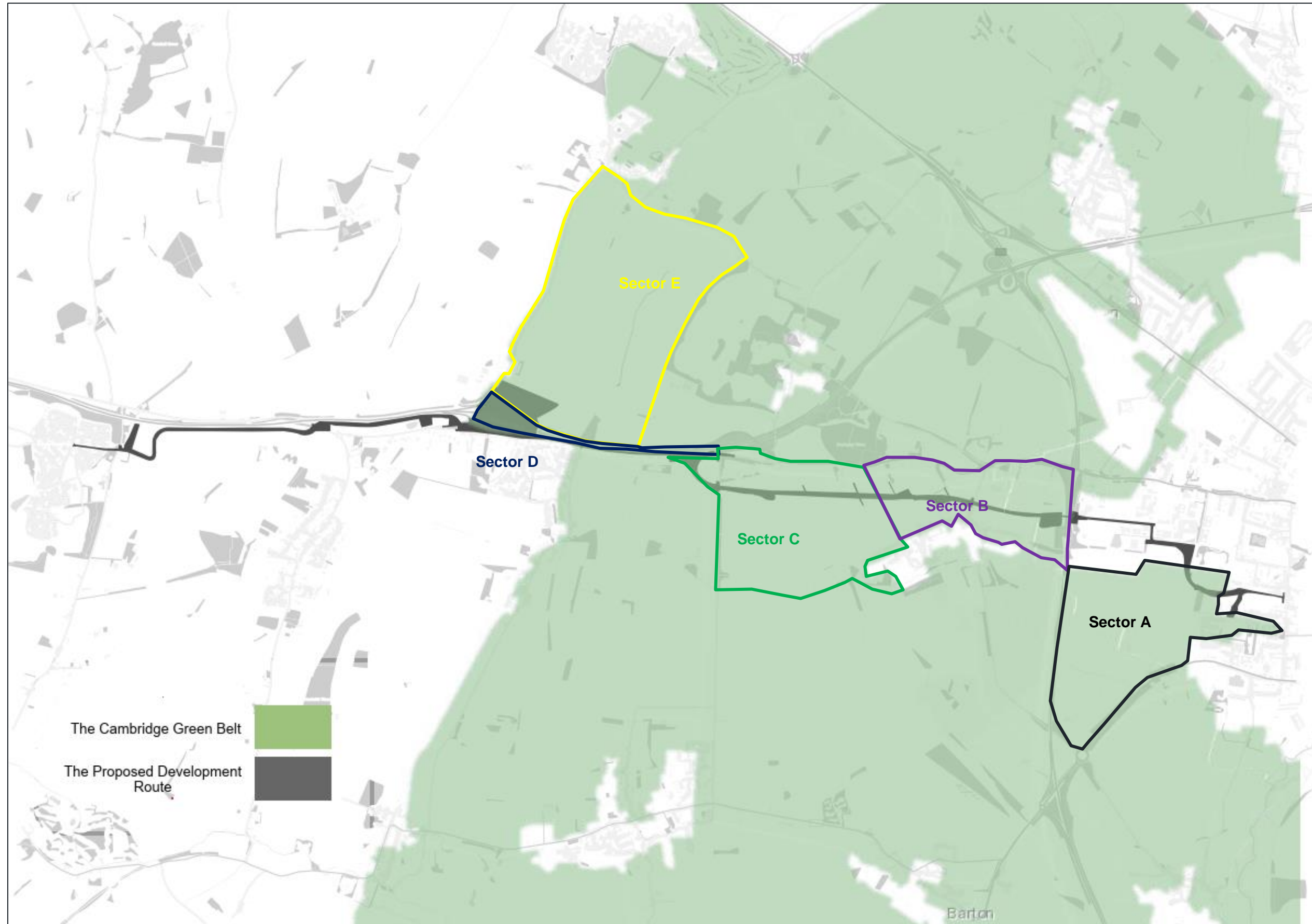
The Project objectives of encouraging modal shift through provision of reliable public transport with improved journey times and frequencies is aligned with the aims of the Transport Decarbonisation Plan. The active transport infrastructure improvement element of the scheme will encourage walking and cycling by enhancing safety for users.

While the Project OBC to date has been developed assuming standard Euro VI buses, the scheme is planned to operate electric vehicles.

Appendix F

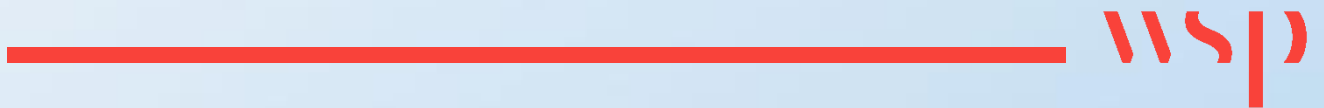
LOCATION WITHIN THE GREEN BELT AND SECTORS





Appendix G

PROPOSED PLANNING CONDITIONS





SCHEDULE 1: PROPOSED PLANNING CONDITIONS TO BE ATTACHED TO DEEMED PLANNING PERMISSION

DEFINITIONS

In these conditions, unless the context otherwise requires:-

"the development" means the development authorised by the Order and this Direction under deemed planning permission

"the busway" has the meaning given in the Order

"building" means any structure or erection, above the surface of the ground, but does not include any traffic light or sign, or any plant or machinery

"the Code of Construction Practice" means the code of construction practice submitted as part of the ES (C2C-26-01)

"the Environmental Statement" means the Statement submitted with the application for the Order, submitted on x.!

"Development Phase" means a phase of the development identified in the plan approved under condition 3;

"the local planning authority" means South Cambridgeshire District Council in relation to any part of the development within its administrative area or Cambridge City Council in relation to any part of the development within its administrative area or each of them, as the context requires - Greater Cambridge Shared Planning

"the Order" means the Cambourne to Cambridge Transport Scheme Order 202[X]

"the Order limits" has the same meaning as in article 2 of the draft Order;

References to numbered works are references to the works set out in Schedule 1 to the Order.



DRAFT PLANNING CONDITIONS

1. Commencement of Development

The development hereby permitted shall be commenced not later than 5 years from the date on which the Order comes into force.

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

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents and as amended by the information approved as required by the following conditions:

TBC

Reason: To define the permission and protect the character and appearance of the locality in accordance with policies CC/6, HQ/1, NH/2, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and policies 8, 29 and 34 of the Cambridge City Council Local Plan (2018).

PRE-COMMENCEMENT CONDITIONS

3. Development Phasing

No development including demolition or construction works shall commence until a phasing plan (which may be amended or varied in whole or part from time to time with the approval of the relevant local planning authority) setting out the division of the development into individual phases has been submitted to and approved in writing by the relevant local planning authority.

The phases shall include details of all land to be occupied permanently or temporarily during the construction of each development phase.

Reason: To identify Individual phases for the purpose of these conditions.

4. Local Environmental Management Plan(s)

No development including demolition or construction works shall commence within a phase of the development (as identified in Condition 3) until a Local Environmental Management Plan(s) (LEMP) which shall cover all matters specified in the Code of Construction Practice (Doc Ref: C2C-26-01) submitted for information with the request for deemed planning permission), has been submitted to and approved in writing by the relevant local planning authority.



The LEMP(s) shall include but not limited to:

- a. Transport and Traffic Management Measures including:
 - i. Permitted access routes and accesses for construction traffic;
 - ii. Site boundaries and the main access/egress points for worksites and compounds;
 - iii. Temporary and permanent closures and diversions of highways and other Public Rights of Way;
 - iv. A list of roads which may be used by construction traffic in the vicinity of the site, including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop-off and pick-up periods;
 - v. The proposed traffic management strategy;
 - vi. Other measures which will affect the highway, such as lorry holding areas;
 - vii. Regular operation of traffic liaison groups with key stakeholders to ensure that programmes of works are shared and which will assist the highway authorities to carry out their network management duties, traffic liaison groups will consider appropriate engagement with local communities directly affected by site specific traffic management plans on a case-by-case basis; and
 - viii. A register of applications for consents associated with temporary traffic management measures.
- b. Construction workforce travel plans will be required to set out proposals for site access for all workers and site staff, taking into account the availability of public transport routes and facilities for cycling and walking according to anticipated demands.
- c. Agricultural Soils - details of the surveys to be undertaken in relation to agricultural soils to be disturbed by the Development, including volumes of available soil resources to inform a scheme for reinstatement of the areas.
- 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;
- e. Construction Air Quality Monitoring - The Principal Contractor will implement inspection and monitoring procedures to assess the effectiveness of measures to prevent dust and pollutant emissions. Details of the monitoring procedures to be implemented will be provided to the relevant local planning authority.
- f. Control of Invasive and Non-Native Species - Appropriate construction, handling, treatment and disposal procedures will be implemented in relation to these and any other species listed in Schedule 9, Part I or Part II of Section 62 the Wildlife and Countryside Act 1981, as amended, or the Weeds Act 1959 to prevent the spread of such species. Advice in the Environment Agency's publication: Managing invasive non- native plants, April 2010

- g. Details of proposed ground investigation work, where necessary and where a high risk of contamination has been identified. Where necessary, ground investigations and risk assessments will be undertaken in accordance with the following, as appropriate:
 - i. The requirements of the NPPF 2021;
 - ii. BS 10175:2011+A2:2017 Investigation of potentially contaminated sites. Code of practice;
 - iii. BS 5930: 2015+A1:2020 Code of practice for ground investigations;
 - iv. The Site Investigation Steering Group publication, Guidelines for the safe investigation by drilling of landfills and contaminated land (1993);
 - v. Relevant Environment Agency and Defra guidance (including the Construction Industry);
 - vi. Research and Information Association's (CIRIA) C665: Assessing risks posed by hazardous ground gases to buildings for ground gases); and
 - vii. Relevant new/replacement guidance or legislation published prior to construction.
- h. Measures to protect trees and hedgerows;
- i. Measures to protect main rivers and or/ ordinary watercourses
- j. Temporary fencing and means of enclosure;
- k. Measures to minimise the pollution of surface and ground water and to deal with any areas of contamination.
- l. Reference should be made to the Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020)' and in particular section '3.6 - Pollution (pages 76-144) and subsections Light Pollution/Contaminated Land/Noise Pollution (including vibration) /Air Quality/Odour and Other Fugitive Emissions to Air ' and associated appendices.

Development shall be in accordance with the approved LEMP(s).

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with 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).

5. Route-wide Construction Traffic Management Plan

No development including demolition or construction works shall commence in respect of any phase of the development until a Route Wide Construction Traffic Management Plan has been submitted to and agreed in writing by the relevant local planning authority in line with the requirements of the Code of Construction Practice (Doc Ref: C2C-26-01).

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

Reason: To ensure that before development commences, highway safety will be



maintained during the course of development in accordance with Policy TI/2 of the South Cambridgeshire Local Plan (2018) and Policy 81 of the Cambridge City Council Local Plan (2018).

6. Archaeology

No development including demolition or construction works shall commence in respect of any phase of the development until a Written Scheme for the Investigation (“WSI”) of archaeological potential within that phase has been consulted on with the Cambridgeshire Historic Environment Team and approved in writing by the relevant local planning authority and such elements of that WSI as the relevant local planning authority considers necessary before commencement of development have been implemented.

The WSI shall provide for a programme of further detailed walk-over surveys and document studies of the route within the relevant Order limits; non-intrusive and intrusive investigation before construction is commenced in any location where this is necessary; protection of remains, where these are to remain in-situ; watching briefs during construction, where these are necessary; preservation of finds and publication of the results of the investigation. Development shall take place in accordance with the approved WSI.

Reason: To protect any underlying archaeology in the area and secure appropriate mitigation in accordance with policy NH/14 of the South Cambridgeshire Local Plan (2018) and policy 61 of the Cambridge City Council Local Plan (2018).

7. Soil Remediation Strategy

No development including demolition or construction works shall commence in respect of any phase of the development until a Soil Remediation Strategy has been submitted to and approved in writing by the relevant local planning authority.

The Soil Remediation Strategy shall be based on available Agricultural Land Classification (ALC) data supplemented, as appropriate, with the findings of a detailed soil resource survey.

The Strategy shall include proposed mitigation measures to manage soils in a sustainable way during construction, including measures for stripping, storing and re-use of topsoil where appropriate and protection of soils from contamination.

The Strategy Plan shall subsequently be carried out in accordance with such approved details and shall be completed prior to the Travel Hub first being brought into use.

Reason: To ensure the sustainable use of soils and protection of this natural resource in line with Paragraph 174 of the National Planning Policy Framework (2021) and in accordance with Policies CC/6, NH/3 and NH/4 of the South Cambridgeshire Local Plan (2018) and Policies 8 and 70 of the Cambridge City Council Local Plan (2018).



8. Contamination Remediation Scheme

If during the demolition or construction works contamination not previously identified is found to be present at the site then no further development shall be carried out until the Principal Contractor has submitted and obtained written approval from the County Planning Authority for, a remediation scheme detailing how this unsuspected contamination shall be dealt with.

The development shall be carried out in accordance with the scheme as approved or, if the local planning authority gives prior written approval to any amendment or alteration, subject to such amendment or alteration.

Reason: To ensure that risks from unexpected land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SC/11 of the South Cambridgeshire Local Plan (2018) and Policy 33 of the Cambridge City Council Local Plan (2018).

9. Provision of Replacement Open Space

No development including demolition or construction works shall commence in respect of phase of the development that includes the proposed M11 Overbridge until the replacement Open Space land required due to the loss of Protected Open Space/City Wildlife Site located to the east of the M11 is fully available for use by the public.

Reason: To protect public access to Open Space in line with Policy 67 of the Cambridge Local Plan 2018

10. Atlas Building Demolition Plan

Prior to the demolition of the Atlas Building west of Ada Lovelace Lane, a Demolition Plan setting out management measures in line with the Code of Construction Practice (Doc Ref: C2C-26-01) will be submitted to and approved in writing by the relevant local planning authority.

Reason: To protect the amenity in line with Policy 35 of the Cambridge Local Plan 2018

11. Demolition & Construction Noise and Vibration Plan

No development including demolition or construction works shall commence in respect of any phase of the development until a demolition & construction noise and vibration impact assessment associated has been submitted to and approved in writing by the relevant local planning authority.

The assessment shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration on construction and open sites and include details of any piling and mitigation/monitoring measures to be taken to protect local residents



from noise or vibration. The development shall be carried out in accordance with the approved measures.

Reason: To protect the amenity in line with Policy 35 of the Cambridge Local Plan 2018 and Policy SC/10 of the South Cambridgeshire Local Plan 2018.

12. Materials and Waste Management Plan

No development including demolition or construction works shall commence in respect of any phase of the development until a Materials and Waste Management Plan for the demolition and construction phases has been submitted to and approved in writing by the relevant local planning authority.

The approved plan shall be implemented in full for the duration of the works.

Reason: To ensure that waste arising from the development is minimised and that which produced is handled in such a way that maximises opportunities for re-use or recycling is managed in accordance with the waste hierarchy (i.e. prevention, preparing for re-use, recycling, other recovery and disposal as set out in the Waste (England and Wales) Regulations 2011.

13. Surface Water Drainage

No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the relevant local planning authority. The scheme shall be based upon the principles within the Updated Drainage Strategy Report prepared by Stirling Maynard (ref: P22069-SMCE-ZZ-XX-RP-D-0001) dated February 2023.

The scheme shall subsequently be implemented in full accordance with the approved details prior to the development being brought into public use for the lifetime of the development.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with Policies CC/7 and CC/8 of the South Cambridgeshire Local Plan (2018) and Policy 31 of the Cambridge City Council Local Plan (2018).

14. Biodiversity Net Gain

No above ground development shall commence, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the relevant local planning authority.

The BNG Plan will be developed in line with BNG Assessment (based on the Biodiversity Metric 3.1 Calculation Tool) which accompanied the Environment Statement (C2C-11-01) demonstrating a minimum positive biodiversity net gain unit score in line with net gain target of 10% above the pre-development baseline and how this will be achieved through a combination of on-site and / or off-site mitigation.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate



shall be submitted to the relevant local planning authority in accordance with Natural England guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, Cambridge Local Plan 2018 policies 59 and 69, Policies NH/4 and NH/6 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

15. Removal of Hedgerows or Trees

No removal of hedgerows or trees shall take place between 1 March and 31 August inclusive unless a competent ecologist has undertaken:

- a. a detailed check of vegetation for active birds' nests immediately before vegetation is cleared; and
- b. provided written confirmation to the relevant local planning authority prior to the removal of any vegetation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site.

Reason: To protect breeding birds in accordance with policies

LAYOUT, DESIGN AND EXTERNAL APPEARANCE

16. Design and external appearance – Busway and associated structures

No above ground development shall commence in relation to each of the following items of development related to the Busway until in each case the prior written approval of their design and external appearance has been obtained from the relevant local planning authority:

- a. Any building;
- b. Any Public Transport Stop;
- c. M11 overbridge, Bin Brook crossing or any other bridge and their associated structures including embankments, abutments and parapets; and
- d. permanent fencing and/or any acoustic fencing associated with the busway system if required.

The works shall be carried out in accordance with the approval given by the relevant local planning authority or, if that authority gives prior written approval to any amendment or alteration, subject to such amendment or alteration.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area in line with Policies 55 and 57 of the Cambridge Local Plan 2018 and Policies TI/3 and HQ/1 of the South Cambridgeshire Local Plan 2018



17. Design and external appearance - Access

No above ground development shall commence in relation to each of the following items until in each case the prior written approval of their design and external appearance has been obtained from the relevant local planning authority:

- a. the formation, laying out or alteration of any means of access to any highway used by the busway or vehicular traffic; and
- b. the formation, laying out or alteration of any pedestrian, cycle or equestrian route (so far as provided for by the development).

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area in line with Policies 55 and 57 of the Cambridge Local Plan 2018 and Policies TI/3 and HQ/1 of the South Cambridgeshire Local Plan 2018

18. Layout, design and external appearance – Scotland Farm Travel Hub

No above ground development shall commence in relation to each of the following items associated with the Scotland Farm Travel Hub until in each case the prior written approval of their design and external appearance has been obtained from the relevant local planning authority:

- a. The design and layout of the internal roads and parking arrangement layouts including the number of spaces to be provided;
- b. Cycle Stands;
- c. Cycle Lockers;
- d. Proposed Toilet Block, waiting area and vending machines; and
- e. Bus Shelter/Stop
- f. Any structures related to renewable energy generation for the Travel Hub

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area in line with Policies 55 and 57 of the Cambridge Local Plan 2018 and Policies TI/3 and HQ/1 of the South Cambridgeshire Local Plan 2018

19. Scotland Farm Travel Hub Land Levels

No above ground development shall commence at the Scotland Farm Travel Hub until details of the existing and proposed land levels have been submitted to, and approved in writing by, the relevant local planning authority.

The land levels shall subsequently be carried out in accordance with such approved details and shall be completed prior to the Travel Hub first being brought into use.

Reason: To ensure the development is able to assimilate into its surroundings taking account of its Green Belt and heritage setting in accordance with Policies S/4, CC/6, HQ/1, NH/2, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and Policies 8, 56 and 59 of the Cambridge City Council Local Plan (2018).

20. Hard and Soft Landscaping

No above ground development shall commence in respect of any phase of the development until a detailed soft and hard landscaping scheme has been submitted to and approved in writing by the relevant local planning authority.

The locations at which landscaping will be undertaken will be in accordance with those set out in the Landscaping Mitigation Plans (C2C-XX-XX) that accompanied the request for deemed planning permission.

The details shall include, but not be limited to, the following information:

- a. planting plans;
- b. written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants noting species, plant sizes, proposed numbers and densities, tree pit details (where appropriate) including, but not limited to, locations soil volume in cubic metres, cross sections and dimensions;
- c. restoration of soils to allow species-rich grassland to establish;
- d. proposed finished levels or contours; car parking layouts, other vehicle and
- e. pedestrian access and circulation areas; hard surfacing materials; proposed (these need to be coordinated with the landscape plans prior to be being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant; and
- f. a timetable for implementation.

The development shall thereafter be carried out in full accordance with such approved details, including the timetable for implementation.

Reason: To help to assimilate the development into its surroundings taking account of its Green Belt and heritage setting of Cambridge City, whilst also ensuring a benefit to biodiversity net gain, in accordance with Policies S/4, CC/2, CC/6, HQ/1, NH/2, NH/4, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and Policies 8, 29, 55, 56, 59 and 61 of the Cambridge City Council Local Plan (2018).

21. Soft Landscaping Establishment

Any trees or plants provided as part of the landscape scheme which, within a period of 5 years from the planting date, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species as those originally planted.

Reason: In the interests of visual amenity and safeguarding trees and plants that are worthy of retention in accordance with policies HQ/1, NH/2, NH/4, and NH/8 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 70 and 71 of the Cambridge City Council Local Plan (2018).

22. Operational Lighting - Busway

Prior to the installation of any lighting along the route of the busway, a lighting scheme for the development shall be submitted to, and approved in writing by, the local planning authority.

The lighting scheme shall include details for the appearance of the height, type, position and angle of glare of any of the proposed final lighting including horizontal and vertical Isolux contours.

The detailed measures as approved shall be implemented in accordance with the agreed scheme and maintained thereafter for the lifetime of the development.

Reason: In order to safeguard the Green Belt, and the amenity of all sensitive receptors, including biodiversity, in respect of possible adverse effects of lighting glare in accordance with policies S/4, HQ/1, SC/9, NH/4 and NH/8 of the South Cambridgeshire Local Plan (2018) and policies 4, 8, 34 and 70 of the Cambridge City Council Local Plan (2018).

23. Operational Lighting – Scotland Farm Travel Hub

Prior to the installation of any lighting, a lighting scheme for the development shall be submitted to, and approved in writing by, the local planning authority. The lighting scheme shall include details for the appearance of the height, type, position and angle of glare of any of the proposed final lighting within the Travel Hub site, including horizontal and vertical Isolux contours; and, to ensure that it is designed sensitively; so all sensitive receptors can be considered and protected.

The detailed measures as approved shall be implemented in accordance with the agreed scheme and maintained thereafter for the lifetime of the development.

Reason: In order to safeguard the Green Belt, and the amenity of all sensitive receptors, including biodiversity, in respect of possible adverse effects of lighting glare from any future lighting provision proposed for the Travel Hub in accordance with policies S/4, HQ/1, SC/9, NH/4 and NH/8 of the South Cambridgeshire Local Plan (2018) and policies 4, 8, 34 and 70 of the Cambridge City Council Local Plan (2018).

24. CCTV Scheme for Scotland Farm Travel Hub

Prior to the installation of any CCTV at the Scotland Farm Travel Hub, a CCTV scheme for the development shall be submitted to, and approved in writing by, the relevant local planning authority.

The CCTV scheme shall include details for the appearance of the height, type, and position within the Travel Hub site. The details as approved shall be implemented in accordance with the agreed scheme and maintained thereafter for the lifetime of the development.

Reason: In order to ensure public safety within the Travel Hub site in accordance with policy HQ/1 of the South Cambridgeshire Local Plan (2018) and policy 56 of the Cambridge City Council Local Plan (2018).



BRINGING INTO USE CONDITIONS

25. Bringing into Use of the Scotland Farm Travel Hub

Within 14 days of the Scotland Farm Travel Hub first being brought into use the relevant local planning authority shall be notified in writing of the date on which the development was first opened or occupied.

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

26. Bringing into Use of the Scotland Farm Travel Hub - Monitoring of cycle parking provision

Prior to the Scotland Farm Travel Hub first being brought into public use, a scheme for the monitoring of cycle parking provision within the Travel Hub site shall be submitted to, and approved in writing by, the relevant local planning authority.

Within one year of the Scotland Farm Travel Hub first being brought into public use, the monitoring survey as approved, will be undertaken to assess cycle parking capacity within the Travel Hub site. This survey shall be repeated once every 5 years, for 15 years following opening.

If, at any time, the monitoring survey reports that cycle parking capacity within the Travel Hub site is lower than 10% of the total number of cycle parking spaces, then a programme for implementation of additional cycle parking facilities at the site shall be submitted to, and agreed in writing by, the relevant local planning authority. The additional cycle parking spaces shall be implemented within six months of the date of the monitoring survey.

Reason: To ensure that the cycling infrastructure and provision is achieved, and monitoring maintained, in accordance with policy TI/3 of the South Cambridgeshire Local Plan (2018) and policy 82 of the Cambridge City Council Local Plan (2018).

27. Bringing into Use of the Travel Hub - 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 relevant local 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).

OTHER

28. Permitted Construction Hours

All construction works shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or



Public Holidays unless the prior approval of the relevant local planning authority is agreed in writing (Section 61).

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers. In accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018).

29. Implementation

All works or matters which require approval under these conditions shall be carried out in accordance with that approval, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority



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