

TRANSPORT AND WORKS ACT 1992

**TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE)
(ENGLAND AND WALES) RULES 2006**

THE CAMBOURNE TO CAMBRIDGE TRANSPORT SCHEME ORDER 202[X]

**REQUEST FOR DEEMED PLANNING PERMISSION - RULE 10(6)
(DOCUMENT REF: C2C-14-01)**

1. Cambridgeshire County Council (CCC) on behalf of the Greater Cambridgeshire Partnership (GCP) hereby requests, pursuant to Rule 10(6) of the Transport and Works (Applications and Objections Procedure)(England and Wales) Rules 2006 (S.I. 2006 No. 1466) (“the Applications Rules”), a direction from the Secretary of State under section 90(2A) of the Town and Country Planning Act 1990 that, subject to the paragraphs below, planning permission, so far as it is required, shall be deemed to be granted for the Proposed Development to be authorised by the Cambourne to Cambridge Transport Scheme Order 202[X]) (“the Order”).
2. The draft Order seeks authorisation for CCC to construct 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. An emergency access and maintenance track that will run for the majority of the proposed route is also proposed. The development will require amendments to existing highways and accesses, parking arrangements and the erection/reinstatement of boundary fencing. 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. 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.
3. The Proposed Development for which planning permission is requested is development for which provision is included in the Order within any of the limits or any of the places authorised by the Order.
4. In order to carry out the Proposed Development it will be necessary to carry out the works comprised in Schedule 1 of the draft Order. The works are located in the South Cambridgeshire, and the City of Cambridge, between Cambourne and Grange Road, Cambridge. The 10 Scheduled works all consist of a two-way guided transport

route together with an adjoining emergency and maintenance access track. The works and ancillary activities comprising the Proposed Development are:

Works in South Cambridgeshire

- **Work No.1** – starts at Sterling Way, Cambourne, and runs east between Sterling Way and Broadway, Cambourne. This land has planning permission for the proposed work and is subject to a S106 Town and Country Planning Act 1990 agreement dated 29 December 2017 (S106 Agreement), requiring the land to become a new route for buses serving Cambourne. On that powers of freehold acquisition of the land and deemed planning permission are not required to be sought as planning permission already exists and the Applicant can call on the land to become available to it. Work No. 1 is included in the draft TWAO for the relevant statutory authorisations to operate and maintain the Scheme to be secured. The land is currently an informal walkway, pending it being developed in accordance with the obligations contained in the S106 Agreement. 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).
- The route then crosses the highway of Broadway before entering the former Bourn Airfield site.
- **Work No.2** – starts on the eastern side of Broadway, Cambourne, before running through the Bourn Airfield site in a northern then easterly direction and terminating at St Neots Road, Childerley.
- On the western end of work No. 2 provision is made for a construction compound and also a permanent attenuation pond to drain Work No.2. At the eastern end a proposed new access road for the Bourn Quarter development is needed to replace the current access to the Bourn Quarter via the track known as Wellington Way, which will be severed by Work No. 2.
- The land on which Work No. 2 is to be constructed on is currently the disused Bourn Airfield. It is proposed to be developer pursuant to a comprehensive scheme currently with the local planning authority (South Cambridgeshire Council) and given the reference S/3440/18/OL.
- The scheme then crosses St Neots Road before work No. 3 commences on the north east side of St Neots Road, parallel to the A428.
- South of Work No. 2 and north of the Bourn Quarter, land is proposed to be used for a construction compound.
- **Work No.3** starts at St Neots Road, Childerley and continuing in east, between the A428 and St Neots Road, before reaching St Neots Road, Dry Drayton, west of the St Neots Road and Scotland Road junction.
- Construction compounds are proposed north of St Neots Road and East of Chlilderley Lodge, and to the west of the Scotland Road junction.
- The land required for Work No. 3 and the construction compounds currently comprises agricultural land.

- Between Works No. 3 and 4 the proposed scheme will largely make use of the existing highway network, principally St Neots Road. St Neots Road and Scotland are included within order lands for temporary possession powers for minor works to the highway, whilst a small compound is also proposed south of St Neots Road.
- North of the A428 is the proposed park and ride site, which is immediately north of the A428, west of the Callow Brook and east of Scotland Road. This area is currently part of a larger agricultural field. Powers are also sought to provide a new path across the Callow Brook to meet the existing footbridge over the A428 that is located east of the A428/Scotland Road junction.
- **Works Nos. 4 and 5** are the realignment of St Neots Road, east of Cambridge Road Hardwick, and Long Road in Comberton, to provide access to Work No.6. The realigned section is approximately 250 metres in length, from the junction with Long Road, Comberton.
- Work No.5 is approximately 430 metres in length, commencing at the junction with Work No.4 and 6. west of Long Road and terminating approximately 264 metres west of the St Neots Road and Madingley Road junction.
- St Neots Road will be diverted south from its existing alignment. A construction compound is proposed west of the junction of Long Road with St Neots Road.
- The land required for these works and ancillary activities is currently in agricultural use.
- **Work No.6** is a short (359 metres) section of guided busway between St Neots Road and Long Road, Comberton. An attenuation pond is proposed south of Work Number 6, west of Long Road.
- The land required for these works and ancillary activities is currently in agricultural use.
- The Scheme then crosses the highway of Long Road.
- **Work No.7** will be between Long Road Comberton to Cambridge Road, Coton.
- As well as the guided busway, a small construction compound is proposed to the east of long road and north of the guided busway. A permanent attenuation pond and associated drainage run will be provided south of the guided busway, east of long road. A further construction compound will be provided north west of the Coton Church of England School. A third compound is proposed west of Cambridge Road where the guided busway will cross Cambridge Road to meet Work No. 8.
- The land here is currently in agricultural use.
- **Work No.8** commences at Cambridge Road Coton, and running in an easterly direction before terminating at a junction with Work No. 9 at the administrative boundary between South Cambridgeshire and the City of Cambridge, to the west of the M11. The land is currently a private orchard.

Works in the of City of Cambridge

- **Work No.9** commences at the administrative boundary of between South Cambridgeshire and the City of Cambridge at a junction with work No. 8. It heads east on a new bridge over the M11 motorway before terminating at Charles Babbage Road, Newnham.
- To the west of the M11 and south of the guided busway it is proposed to provide an attenuation pond [and replacement open space in exchange for the open space land that will be taken on the east side of the M11 motorway. Permanent new rights are proposed to construct and maintain a bridge over the M11 motorway and discussions are in train with National Highways Limited to formulate an appropriate overbridge agreement. Temporary powers of occupation of the M11 motorway are sought simply to allow for the installation of the overbridge in night time positions of the M11 motorway.
- East of the M11 an area of open space has been identified and this is to be acquired compulsorily and replaced on the western side of the motorway as discussed above. The existing public right of way (a bridleway) 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.
- Construction compounds are proposed to facilitate the installation of the bridge and the construction of the embankment, to the west of Charles Babbage Road on the West Cambridge Campus.
- The land here is partly in private ownership forming part of the curtilage of the Rectory Farm wedding venue, partly the M11 motorway carriageway and partly land comprising part of the University of Cambridge's West Cambridge Campus.
- Within the West Cambridge Campus permanent new rights are sought for the operation of vehicles over the existing Charles Babbage Road. Access rights are also sought to connect to Madingley Road, in case needed for service vehicles or for provision of services. In addition, permanent new rights for a drainage connection right are sought beneath Ada Lovelace Way.
- **Work No.10** commences at Charles Babbage Road, running south direction through the West Cambridge campus, and over the water feature on the southern boundary of the campus. The route of Footpath 39/31 would be diverted north on to the existing private walkway area on the southern boundary of the campus. South of the West Cambridge campus and existing footpath a small construction compound is proposed. East of the proposed Work there will be a new attenuation pond and landscaped area.
- Work No. 10 then continues south-east through agricultural land and across Bin Brook, before terminating at Grange Road, Newnham. The route replaces the existing private track known as the Rifle Range Path that runs west from Grange Road, between the University Rugby Ground and Clare Hall. This Work includes a new bridge over Bin Brook. A construction compound would be established west of the University Rugby Ground.

5. The planning permission requested is intended to be granted subject to the proposed planning conditions set out in Schedule 1 to this request, in accordance with Rule 10(6)(b) of the Applications Rules. For the purposes of Rule 10(6)(c) the proposed planning conditions reserve certain matters for subsequent approval by the relevant local planning authority; these include matters relating to construction, contaminated land, archaeology, ecology and biodiversity, drainage, detailed design, materials and finishes, lighting and landscaping.
6. A set of planning direction drawings showing elements of the Proposed Development in further detail accompanies this request pursuant to Rule 10(6)(d) of the Applications Rules. A list of those drawings is set out in Schedule 2 to this request.
7. The following document also accompany the Planning Direction:
 - Planning Statement;
 - Open Space Assessment;
 - Green Belt Assessment;
 - Environmental Statement; and
 - Design and Access Statement
8. The draft Order authorises the compulsory acquisition and temporary use of land for the purposes of the works and confers powers in connection with the construction, maintenance and operation of the works. It also authorises rights in land, rights to use land or the extinguishment or suspension of rights where required.

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 June 2023.

"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:

X – need final list and drawing no/rev's of Planning Direction Drawings to be included in Schedule 2 here

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 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.

Schedule 2 – List of Planning Direction Drawings

Drawing Title	Drawing Description	Drawing Number
Awaiting full list	Awaiting full list	Awaiting full list