

TRANSPORT AND WORKS ACT 1992

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

THE CAMBOURNE TO CAMBRIDGE 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 Order 202[X]) (‘the Order’).
2. The draft Order in summary seeks authorisation for CCC to construct a guided busway connecting Cambourne and Cambridge City that includes segregated off road and unsegregated on road sections. 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 and maintenance access 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 up to 300 bicycles will form part of the development. A number of temporary construction compounds are proposed along the proposed route. Environmental mitigation including drainage features, earthworks and landscaping along with other ancillary works are also proposed.
3. The 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. 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:

- Phasing of development;
 - Site investigations and contaminated land;
 - Archaeology;
 - Construction and demolition related matters;
 - Construction traffic arrangements;
 - Demolition;
 - Works to trees and hedgerows;
 - Handling of agricultural soils;
 - Replacement Open Space land;
 - Operational Noise;
 - Air Quality;
 - Drainage;
 - Biodiversity;
 - Bat Mitigation Monitoring;
 - Sustainability;
 - Hard and soft landscaping;
 - Appearance, access, layout and scale of elements of the development;
 - Ancillary works; and
 - Bringing into use conditions.
5. 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.

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

DEFINITIONS/INTERPRETATIONS

In these conditions, unless the context otherwise requires:-

“the Order” means the Cambourne to Cambridge Order 202[X]

“the Order limits” has the same meaning as in article 2 of the Order;

“the development” means the development authorised by the Order and this Direction under deemed planning permission;

“the guided busway” has the same meaning as in article 2 of 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;

“Competent Person” means individuals that hold chartered status with a relevant body;

“Development Phase” means a phase of the development approved by the relevant local planning authority under condition 3;

“the local planning authority” means South Cambridgeshire District Council or Cambridge City Council as the context requires;

“the planning drawings” means the drawings listed in [Schedule 2] to the request for deemed planning permission;

“the Environmental Statement” means the Statement (document refs: C2C-26-10, C2C-26-11 and C2C-26-12) submitted with the application for the Order.

“the Code of Construction Practice” means the Code of Construction Practice (document ref: C2C-26-01) submitted as part of the Environmental Statement and approved by the local planning authority.

‘Construction Traffic Management Plan’ means a document detailing the methods which will be implemented to manage construction-related vehicle trip including permitted access routes and accesses for construction traffic, main access/egress points for worksites and compounds and the proposed traffic management strategy.

“Local Environmental Management Plan” means a document which shall cover all matters specified in the Code of Construction Practice focusing on mitigation, compensation and monitoring requirements (sections 4 to 13 of the Code of Construction Practice). The Local Environmental Management Plans are likely to be developed in association with specific Development Phases as identified in Condition 3 or in association with specific structures.

“Arboricultural Method Statement” means a document describing the measures to be implemented in order to ensure that adequate tree protection is put in to place during the construction process.

“Biodiversity Net Gain Plan” means a document setting out how a net gain in Biodiversity can be achieved across the development in line with an approved (based the Biodiversity Metric 3.1 Calculation Tool);

“Bat Monitoring Strategy” means a document setting out the aims, objectives as well as the approach to further monitoring surveys as required in response to the recommendations of the Statement to Inform Habitats Regulations Assessment (document ref C2C-XXX-XX)

“Construction Lighting Management Plan” means a document setting out the location, fixture type, average lux levels and any other measures to control lighting impacts on sensitive receptors during the construction phase;

“Site Investigation Strategy” means a document setting out the objectives, scope, and execution of the intrusive site investigations to effectively determine the nature and extent of any onsite contamination;

“Intrusive Site Investigation Report” means a document detailing the findings of the site investigations carried out to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors;

“Remediation Strategy” means a document based upon the findings of the approved Intrusive Site Investigation Report, detailing the works required to address unacceptable risks from the identified contamination given the proposed end use of and surrounding environment including any controlled waters;

“Verification/Validation Report” means a document identifying actions carried out as part of the works required as part of the Remediation Strategy including the methods of validation testing, together with documentary records of implementation.

“Surface Water Drainage Scheme” means a document setting out how surface water will be managed within the development so it does not increase flood risk elsewhere in order to ensure that the development offers effective drainage measures and these are capable of being maintained for the lifetime of the development;

“Sustainability Statement” means a document outlining the schemes approach to Climate Change mitigation including the reduction of carbon dioxide emissions and a climate resilient design.

“Soil Handling Management Plan” means a document setting out the principles and procedures for general good practice mitigation tailored to specific soil types, for the handling, storage and reinstatement of soil to be used for the development to minimise adverse effects on the nature and quality of the soil resource;

“Soft Landscape Maintenance and Management Plan” means a document setting out the long term soft landscape design objectives, management responsibilities and maintenance schedules for all soft landscape areas;

“Materials Management Plan” means a document including proposals for the source, quantity and independent verification of all such material providing supporting evidence to demonstrate that: the use of material will not pose a risk to human health or the environment; the material is suitable for use; there is certainty of use; and no more material will be used than is actually needed;

“Site Waste Management Plan” means ‘a system or document for implementing, monitoring and reviewing waste prevention measures as part of the development.

“the replacement open space land” means the land to the west of the M11 at Rectory Farm, south of the proposed M11 Overbridge that is being provided due to the loss of Protected Open Space land located to the east of the M11 in accordance with Policy 67 of the Cambridge Local Plan 2018.

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 approved planning direction drawings.

Reason: To ensure compliance with the approved plans and for the avoidance of doubt.

PRE-COMMENCEMENT CONDITIONS

3. Development Phasing Plan

No development shall commence (including intrusive site investigations and demolition) until a Development Phasing Plan setting out the sequence of delivery of the development has been submitted to and approved in writing by the relevant local planning authority. The Development Phasing Plan must include (but not limited to) the following elements:

- I. Enabling works e.g. haul roads, site compounds, archaeology and site investigations;
- II. Locations of proposed site compounds;
- III. Landscaping; and
- IV. Any other building/structure or alteration to an existing building/structure for which details of scale and external appearance were not provided as part of the request for the planning direction.

The Development Phasing Plan shall identify:

- a) each phase of development including its geographic location where relevant;
- b) the location of the proposed site compounds including indicative duration of works for each including where and when areas of existing or replacement open space land are proposed to be used temporarily for construction works and for other associated purpose for the delivery of the development will be closed to and unavailable for public use;
- c) A construction programme providing the sequence and timing of the proposed development.

The development shall be carried out in accordance with the approved Development Phasing Plan unless otherwise agreed in writing by the relevant local planning authority.

Reason: to ensure that the impacts of the proposed works are mitigated in a timely

manner, to assist with the determination of discharge of conditions, and to identify when access to existing or replacement public open space land will be interrupted.

4. Site Investigation Strategy

No intrusive site investigations required to assess onsite contamination as part of the development shall commence until a Phase 2 Site Investigation Strategy, setting out the location and details of the intrusive site investigations to be carried out to effectively determine the nature and extent of any contamination, including soil, gas and/or water to inform a Remediation Strategy is submitted to and approved in writing by the local planning authority.

The Site Investigation Strategy will be prepared by a Competent Person based on the information identified in the Desk Top Study undertaken to support Chapter 11 of the Environmental Statement (document ref: C2C-10-01) and the Mott MacDonald Geotechnical and Geo-environmental Preliminary Risk Assessment, dated May 2020 (document ref: 392438-MMD-HWA-XX-RP-GE-0001)).

The site investigations shall only be undertaken in accordance with the Site Investigation Strategy approved in writing by the local planning authority.

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

5. Submission of Intrusive Site Investigation Report and Remediation Strategy

No phase of the development with the exception of the intrusive site investigation works agreed via Condition 4 (Site Investigation Strategy) shall commence until the following have been submitted to and approved in writing by the local planning authority:

- a) An Intrusive Site Investigation Report prepared by a Competent Person detailing the findings of the site investigations carried out under condition 4 to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors; and
- b) A Remediation Strategy prepared by a Competent Person based upon the findings of the approved Intrusive Site Investigation Report, detailing the works required to address unacceptable risks from the identified contamination given the proposed end use of and surrounding environment including any controlled waters.

The Remediation Strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

The agreed works shall be undertaken in accordance with the Remediation Strategy approved in writing by the relevant local planning authority.

Reason: To ensure that risks from unexpected land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be

carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SC/11 of the South Cambridgeshire Local Plan (2018) and Policy 33 of the Cambridge City Council Local Plan (2018).

6. Unexpected Contamination

If unexpected contamination is encountered whilst undertaking any part of the development which has not previously been identified, works shall immediately cease in the contaminated area until the local planning authority has been notified in writing and a dedicated Remediation Strategy for that area including details of any further site investigations required to address unexpected contamination has been approved in writing by the local planning authority following steps (a) and (b) of condition 5 above. The approved dedicated Remediation Strategy shall then be fully implemented under condition 5 and prior to any further development of the area concerned.

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).

7. Archaeological Mitigation

No phase of the development with the exception of the intrusive site investigation works agreed via Condition 4 (Site Investigation Strategy) shall commence until the applicant has secured the implementation of a programme of archaeological mitigation work. The mitigation works will be required in relation to areas of archaeological significance identified from the preceding archaeological evaluation works undertaken and completed in line with the agreed '*Written Scheme of Investigation for an archaeological trial trench evaluation*' – WSP (Sept 2022) and the *Archaeological Evaluation Report – WSP (date TBC)*.

These archaeological mitigation works are to be carried out in accordance with an agreed Written Scheme of Investigation (WSI), which has been submitted to and approved by the local planning authority in writing.

The WSI will include the following components, the implementation of which will trigger the phased discharging of the condition:

- a) Approval of the WSI;
- b) Mitigation works carried out in accordance with the agreed WSI; and
- c) A programme for assessment and subsequent analysis, publication & dissemination, and deposition of resulting material for deposition at the Cambridgeshire Archive facility, or another appropriate store approved by the local planning authority.

Part c) of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication, and the protection and

preservation of archaeological features of significance, in accordance with the NPPF, with policy NH/14 of the South Cambridgeshire Local Plan (2018) and policy 61 of the Cambridge City Council Local Plan (2018).

8. Code of Construction Practice

The development shall be carried out in accordance with the provisions of the Code of Construction Practice contained in the Environmental Statement (document ref: C2C-26-01) submitted to and approved by the local planning authority.

No amendment is to be made to the Code of Construction Practice unless by written agreement of the local planning authority.

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, 34, 35 and 36 of the Cambridge City Council Local Plan (2018).

9. Local Environmental Management Plan(s)

No phase of the development with the exception of the site investigation works agreed via Condition 4 (Site Investigation Strategy) and the archaeological mitigation work agreed via Condition 7 (Archaeological Mitigation), shall commence until a Local Environmental Management Plan (LEMP) in relation to that phase has been submitted to and approved in writing by the relevant local planning authority. The LEMP shall cover all matters specified in the approved Code of Construction Practice (Doc Ref: C2C-26-01) (Sections 4 to 13).

Where relevant, the LEMP(s) shall include but not be limited to the following elements:

- a) Construction Traffic Management Plan 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 setting 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 land classification survey details– 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 Soil Handling Management Plan as set required in Condition 12;
 - d) Construction Dust / Air Quality Assessment, Management and Monitoring Plan – to provide an assessment of dust and air quality impacts associated with the construction process. The plan will also set out the proposed air quality inspection and monitoring procedures to assess the effectiveness of measures to prevent dust and pollutant emissions during construction;
 - e) Control of Invasive and Non-Native Species – Implementation of appropriate construction, handling, treatment and disposal procedures for the control of invasive and non-native species 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;
 - f) Surface water and groundwater control measures to include description of the measures to be used to protect surface water and groundwater from pollution. As far as is reasonably practicable, all measures will follow the environmental good practice guidance set out within the latest Groundwater Protection Guides (EA & DEFRA), the latest Pollution Prevention for Businesses guidance (EA & DEFRA), the Guidance for Pollution Prevention (GPP) series of documents (in particular GPP1: A General Guide to Preventing Pollution and GPP5: Works and maintenance in or near water), and the relevant CIRIA guidance (in particular C532: Control of water pollution from construction sites, C648: Control of water pollution from linear construction projects: technical guidance, and C649: Control of water pollution from linear construction projects: site guide);
 - g) Details of temporary fencing and means of enclosure associated with the construction phase;
 - h) Measures to minimise the pollution of surface and ground water and remediate any areas of contamination that are identified;
 - i) Construction Lighting Management Plan - Where applicable, construction lighting will comply with the Institute of Lighting Professionals Guidance notes for the reduction of obtrusive light – GN01 (2011) and the provisions of BS EN 12464-2-2014 (Outdoor Workplaces);
 - j) Demolition and Construction Noise and Vibration Assessment, Management and Monitoring Plan - in accordance with the provisions of BS 5228:2009 +A1:2014 Code of Practice for noise and vibration on construction and open sites (part 1- noise & 2-vibration) and include details of any piling and mitigation/monitoring measures to be taken to protect local residents from noise or vibration;
 - k) Site Waste Management Plan - 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;
 - l) Materials Management Plan - concerning materials brought onto, used in and removed from the development and shall include;
 - I. details of the volumes and types of material proposed to be imported or reused on site;
 - II. details of the proposed source(s) of the imported or reused material;
 - III. details of the chemical testing for ALL material to be undertaken before placement onto the site;

- IV. results of the chemical testing which must show the material is suitable for use on the development; and
 - V. confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.
- m) Details of Non-Road Mobile Machinery (NRMM) – required to operate to the highest relevant Euro nonroad emissions standards at the time of use.

The LEMPS produced shall be made available in an electronic form suitable for inspection by members of the public. Details of general complaints procedure / protocol, with contact details publicised / made available and community liaison to be undertaken proactively should members of the public wish to raise concerns / complaints.

Reference should be made to the Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (SPD), (Adopted January 2020)' and in particular section '3.6 – Pollution (pages 76-144) and the following subsections: Light Pollution/Contaminated Land/Noise Pollution (including vibration) /Air Quality/Odour and Other Fugitive Emissions to Air ' and associated appendices.

The development shall be undertaken 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).

10. Tree Protection

No phase of the development with the exception of the intrusive site investigation works agreed under Condition 4 (Site Investigation Strategy) and the archaeological mitigation work agreed under Condition 7 (Archaeological Mitigation), shall commence until a phased tree protection methodology in the form of an Arboricultural Method Statement including a tree protection plan in accordance with BS5837 2012 has been submitted to and approved in writing by the relevant local planning authority.

The Arboricultural Method Statement will consider all phases of construction in a logical sequence in relation to the potential impact on trees and will provide details of proposed tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development.

Reason: To satisfy the local planning authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990, Policy NH/7 of the South Cambridgeshire Local Plan (2018) and Policy 71 of the Cambridge Local Plan 2018.

11. Removal of Trees of Hedgerows

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

- a. undertaken 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 Policy NH/7 of the South Cambridgeshire Local Plan (2018) and Policy 71 of the Cambridge Local Plan 2018.

12. Soil Handling Management Plan

No phase of the development, with the exception of the intrusive site investigation works agreed under Condition 4 (Site Investigation Strategy) and the archaeological mitigation work agreed under Condition 7 (Archaeological Mitigation), shall commence until a Soil Handling Management Plan has been submitted to and approved in writing by the relevant local planning authority.

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

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

The Soil Handling Management Plan shall subsequently be implemented in accordance with such approved details and shall be completed prior to the development 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).

13. 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.

The demolition shall be carried out as approved.

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

14. Surface Water Drainage Scheme

No phase of the development with the exception of the intrusive site investigation works agreed under Condition 4 (Site Investigation Strategy) and the archaeological mitigation work agreed under Condition 7 (Archaeological Mitigation), shall commence until a Surface Water Drainage Scheme, 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 and shall be the subject of engagement and agreement with the Environment Agency and the Lead Local Flood Authority. The scheme shall include:

- a) Details of the existing surface water drainage arrangements including runoff rates;
- b) Full results of the proposed drainage system modelling, inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Site Investigation and test results to confirm infiltration rates;
- g) Full details of the maintenance/adoption of the surface water drainage system; and
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

The scheme shall subsequently be implemented in full in accordance with the approved details prior to the development being brought into public use and shall thereafter be maintained 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).

15. Biodiversity Net Gain Plan

No phase of the development, with the exception of the intrusive site investigation works agreed under Condition 4 (Site Investigation Strategy) and the archaeological mitigation work agreed under Condition 7 (Archaeological Mitigation), 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 shall achieve a no less than 10% BNG. 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 the 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 Biodiversity SPD 2022.

16. Sustainability Statement

No phase of the development, with the exception of the intrusive site investigation works agreed under Condition 4 (Site Investigation Strategy) and the archaeological mitigation work agreed under Condition 7 (Archaeological Mitigation), shall commence until a Sustainability Statement has been submitted to and approved in writing by the relevant local planning authority.

The Sustainability Statement shall set out how the detailed design and proposed construction will seek to support local authority requirements on matters related to net zero, climate resilience, and sustainable materials. The Sustainability Statement is to outline how the sustainability credentials of the Scheme will be determined with respect to, as a minimum:

- a. Engaging with material suppliers and sub-contractors considering their policies, commitments and actions to reduce GHG emissions, including embodied emission in materials.
- b. Materials choice, including embodied carbon and the relative carbon performance of different materials options.
- c. Longevity of materials and structures with a view to maximising design life.
- d. Materials sourcing, with a view to using locally sourced materials and local waste management facilities where reasonably practicable.
- e. Use of energy efficient equipment, including options for road lighting, to reduce the operational energy requirements and carbon emissions.

The Sustainability Statement will in addition set out how the design will accommodate future climate predictions, including aspects described *Table TR3-4 1 - Potential impacts and embedded mitigation* of the *ES Technical Report 3: Climate Resilience*.

Reason: In accordance with Policies SS/7 (9), CC/1, and CC/3 of the South Cambridgeshire Local Plan (2018) and the Greater Cambridge Sustainable Design and Construction SPD (2020) and Policy 28 of the Cambridge Local Plan (2018) and Cambridgeshire County Council's Climate Change and Environment Strategy.

17. Hard and Soft Landscaping Scheme

No phase of the development, with the exception of the intrusive site investigation works agreed under Condition 4 (Site Investigation Strategy) and the archaeological mitigation work agreed under Condition 7 (Archaeological Mitigation), commence until a detailed soft and hard landscaping scheme has been submitted to and approved in writing by the relevant local planning authority.

The hard and soft landscaping shall be carried out in accordance with the Landscape Mitigation Plans (C2C-XX-XX) as submitted with the Environment Statement.

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

- f. which tree and hedgerows are to be retained;
- g. planting plans;
- h. 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;
- i. areas where restoration of soils are to take place to allow species-rich grassland to establish;
- j. retained historic landscape features and proposals for restoration, where relevant;
- k. proposed finished site levels or contours;
- l. location and type of permanent fencing and/or boundary treatments;
- m. car parking layouts, other vehicle and pedestrian access and circulation areas;
- n. details of hard surfacing materials;
- o. details of street furniture;
- p. a timetable for implementation.

The development shall thereafter be carried out in full accordance with such approved details, including the timetable for implementation and modified as necessary thereafter subject to the written approval of the local planning authority.

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).

18. Bat Monitoring Strategy

No phase of the development, with the exception of the intrusive site investigation works agreed under Condition 4 (Site Investigation Strategy) and the archaeological mitigation work agreed under Condition 7 (Archaeological Mitigation), shall commence until a detailed Bat Monitoring Strategy has been submitted to and approved in writing by the relevant local planning authority.

The strategy will monitor the effectiveness of the mitigation proposed in relation to Barbastelle Bats as part of the Statement to Inform Habitats Regulations Assessment (document ref C2C-XXX-XX) and will compare the results of post-construction bat surveys with the pre-construction bat surveys already completed and reported as part of the Bat Technical Appendix (document ref C2C-XXX-XX).

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

- a. Purpose, aims and objectives of the monitoring;
- b. Appropriate success criteria against which the effectiveness of the proposed mitigation can be monitored and judged;
- c. Methods of data gathering and analysis;
- d. Location of areas where monitoring surveys will take place;
- e. Timing and duration of monitoring;
- f. Competence of those undertaking the monitoring;
- g. Review and publication of results of monitoring;
- h. Identified adaptive mitigation options should the monitoring show that the mitigation measures are ineffective or not reaching stated aims and objectives.

The strategy including the timetable and frequency for monitoring shall thereafter be carried out in full accordance with such approved details, and modified as necessary thereafter subject to the written approval of the local planning authority.

Reason: To conserve biodiversity in accordance with the NPPF 2021 para 174, policies 69 and 70 of Cambridge Local Plan 2018, policies NH/4, NH/5 and NH/6 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Biodiversity SPD 2022.

APPEARANCE, ACCESS, LAYOUT, SCALE AND LANDSCAPING OF ELEMENTS OF THE DEVELOPMENT

19. Location, layout, scale and external appearance – guided busway and its associated structures

No development shall commence in relation to each of the following items associated with the guided busway until in each case the prior written approval of their location, layout, scale and external appearance has been obtained from the relevant local planning authority:

- a. Any building, including utility enclosures and substations;
- b. Any Public Transport Stop;
- c. The M11 overbridge, Bin Brook crossing or any other bridge and their associated structures including embankments, abutments and parapets;
- d. Location and type of environmental noise barriers (comprised of earth mounds, landscaping or physical acoustic fence / barriers structures or a combination thereof if required) associated with the guided busway system; and
- e. Retaining structures.

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 design and external appearance of the development does not detract from the character and appearance of the area in line with Policies 35, 55 and 57 of the Cambridge Local Plan 2018 and Policies SC/10, TI/3 and HQ/1 of the South Cambridgeshire Local Plan 2018

20. Location, design and layout - Access

No development shall commence in relation to each of the following items until in each case the prior written approval of their location, design and layout has been submitted and approved by the relevant local planning authority:

- a. the formation, laying out or alteration of any means of access to any highway used by the guided busway or vehicular traffic; and
- b. the formation, laying out or alteration of any pedestrian, cycle or equestrian route.

Reason: In the interests of highway safety in line Policy 81 of the Cambridge City Council Local Plan (2018) and with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

21. Operational Lighting

No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:

- i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to receptors)

ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notices for the Reduction of Obtrusive Light - GN01/20 (or as superseded).

The proposed mitigation scheme must be designed to an acceptable level in accordance with the Bat Conservation Trust and Institute of Lighting Professionals Guidance Note 08/18 (or as superseded).

The lighting and mitigation scheme shall be carried out as approved and retained as such.

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).

22. Location, layout, scale and external appearance – Scotland Farm Travel Hub

No 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 location, layout, scale and external appearance has been submitted and approved by the relevant local planning authority:

- a) The design and layout of the internal roads, footpath and cycle ways;
- b) The parking arrangement layout, including the number of spaces;
- c) The location, floor plans and elevations of any building;
- d) The location and appearance of cycle parking facilities, including the number of spaces;
- e) The location and appearance of bus stops and shelters; and
- f) Other street furniture such as bins and benches.

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 and to ensure the development is able to assimilate into its surroundings taking account of its location within the Green Belt in accordance with Policies S/4 of the South Cambridgeshire Local Plan (2018) and Policies 4 and 8, of the Cambridge City Council Local Plan (2018).

23. Electric Vehicle Charge Points – Scotland Farm Travel Hub

No development shall commence within the phase of development that includes the Scotland Farm Travel Hub until an electric vehicle charge point scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include as a minimum:

- a) The location, type (kW) and number of active electric vehicles charging points along with the proposed management and maintenance arrangements;

(b) Passive provision comprising the necessary infrastructure including ducting and capacity in the station network and ability to connect to the local electricity distribution network to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required

(c) The electric vehicle infrastructure shall be designed to allow for future installed infrastructure in accordance with BS EN 61851 or as superseded.

The EV charge point scheme as approved shall be fully installed prior to the first operational use of the Travel Hub and maintained and modified as necessary thereafter subject to the written approval of the local planning authority.

Reason: to encourage and support more sustainable means of transport, and in accordance with Policies 82 and 36 of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action 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 and privacy of neighbouring uses in accordance with policy HQ/1 of the South Cambridgeshire Local Plan (2018) and policy 56 of the Cambridge City Council Local Plan (2018).

25. Soft Landscape Maintenance and Management Plan

Prior to the soft landscaping as required in Condition 17 being planted as part of the development, a Soft Landscape Maintenance and Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all soft landscape areas shall be submitted to and approved by the local planning authority.

Any trees or plants provided as part of the soft 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 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).

BRINGING INTO USE CONDITIONS

26. Implementation and completion of Remediation Strategy works - Verification/Validation Report

Prior to the development being brought into use, the following shall be prepared by a Competent Person and submitted to and approved in writing by the local planning authority:

(a) Verification/Validation Report demonstrating full compliance with the approved Remediation Strategy; and

(b) details of any post-remedial sampling and analysis (as defined in the approved Material Management Plan submitted under the LEMP(s)) shall be included in the completion report along with all information concerning materials brought onto, used in and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria set out in the approved remediation strategy.

Reason: to avoid any potential harm to human health or the environment as a consequence of the proposed development.

27. Provision of Replacement/Exchange Open Space Land

Prior to the guided busway first being brought into public use, an area of replacement open space land will be dedicated as public open space and be made fully available to the public at a location west of the M11 at Rectory Farm and south of the proposed M11 Overbridge.

The final layout of the replacement open space, along with any hard and soft landscaping details will be subject to the approval of the local planning authority via Condition 17 with the maintenance and management of the replacement open space land carried out in line with the Soft Landscape Maintenance and Management Plan as approved via Condition 24.

Reason: To protect public access to open space in line with Policy 67 of the Cambridge Local Plan 2018 and to satisfy the requirements of Section 19 of the Acquisition of Land Act 1981.

28. Guided Busway – Traffic Signage and Road Marking Scheme

Prior to the guided busway first being brought into public use a scheme for traffic signage and road markings shall be submitted to and approved in writing by the local planning authority in consultation with the highways authority.

All traffic signage should be designed to comply with the DfT's Traffic Signs Manual 2018 (or as superseded).

The signage scheme shall be carried out in full in accordance with such approved details, shall be put in place prior to the guided busway first being brought into public use and shall be retained on site thereafter.

Reason: To ensure the safe and efficient operation of the Cambridgeshire Guided Busway in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018 and Policy 81 of the Cambridge Local Plan (2018).

29. Scotland Farm Travel Hub - Traffic Signage and Internal Wayfinding Scheme

Prior to the Scotland Farm Travel Hub first being brought into public use a scheme for traffic signage and wayfinding shall be submitted to and approved in writing by the local planning authority.

The signage scheme shall include, but not be limited to:

- a) Detailed design of all traffic signage within the Travel Hub site;
- b) Detailed design of the traffic signage and road markings at the junction of Scotland Road; and
- c) Details of internal wayfinding signage for the benefits of users of the Travel Hub.

All traffic signage should be designed to comply with the DfT's Traffic Signs Manual 2018 (or as superseded).

The signage scheme shall be carried out in full in accordance with such approved details, shall be put in place prior to the Travel Hub first being brought into public use and shall be retained on site thereafter.

Reason: To ensure that the paths are marked for wayfinding and safety purposes and in accordance with Policies TI/2 and HQ/1 of the South Cambridgeshire Local Plan (2028) and Policies 65 and 81 of the Cambridge Local Plan (2018).

30. 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.

31. 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 occupancy within the Travel Hub site. This survey shall be repeated once every 5 years, for 15 years following the Scotland Farm Travel Hub first being brought into public use.

If, at any time, the monitoring survey reports that cycle parking occupancy levels within the Travel Hub site are above 90% of the total number of existing cycle parking spaces (over a period defined in the monitoring scheme), then a programme for

implementation of additional cycle parking provision at the Travel Hub 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/2 of the South Cambridgeshire Local Plan (2018) and policy 82 of the Cambridge City Council Local Plan (2018).

OTHER

32. Operational Buses

As a minimum, the buses used as part of the operational scheme shall be Euro VI compliant to limit emissions in line with the assessment undertaken as part of the Environment Statement (document ref C2C-10-01).

Reason: To limit carbon and emissions to air in accordance with Policies 28 and 36 of the Cambridge City Local Plan 2018 and Policies CC/1, SC/12 and SC14 of the South Cambridgeshire Local Plan 2018.

33. 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.

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).

34. 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

Title	Scale	Size	Drawing Number	Revision
Scheme Location Plan	1:20000	A1	70086660-WSP-GEN-XX-DR-HW-000001	P03
Existing Site Plans (Key Plan)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001000	P03
Existing Site Plans (Sheet 1 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001001	P03
Existing Site Plans (Sheet 2 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001002	P03
Existing Site Plans (Sheet 3 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001003	P03
Existing Site Plans (Sheet 4 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001004	P03
Existing Site Plans (Sheet 5 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001005	P03
Existing Site Plans (Sheet 6 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001006	P03
Existing Site Plans (Sheet 7 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001007	P03
Existing Site Plans (Sheet 8 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001008	P03
Existing Site Plans (Sheet 9 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001009	P03
Existing Site Plans (Sheet 10 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001010	P03
Existing Site Plans (Sheet 11 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001011	P03
Existing Site Plans (Sheet 12 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001012	P03

Title	Scale	Size	Drawing Number	Revision
Existing Site Plans (Sheet 13 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001013	P03
Existing Site Plans (Sheet 14 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001014	P03
Existing Site Plans (Sheet 15 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001015	P03
Existing Site Plans (Sheet 16 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001016	P03
Existing Site Plans (Sheet 17 of 17)	1:1250	A1	70086660-WSP-GEN-XX-DR-HW-001017	P03
Existing Site Sections (Key Plan)	NTS	A1	70086660-WSP-GEN-XX-DR-HW-001018	P03
Existing Site Sections (Sheet 1 of 5)	Varies	A1	70086660-WSP-GEN-XX-DR-HW-001019	P03
Existing Site Sections (Sheet 2 of 5)	Varies	A1	70086660-WSP-GEN-XX-DR-HW-001020	P03
Existing Site Sections (Sheet 3 of 5)	Varies	A1	70086660-WSP-GEN-XX-DR-HW-001021	P03
Existing Site Sections (Sheet 4 of 5)	Varies	A1	70086660-WSP-GEN-XX-DR-HW-001022	P03
Existing Site Sections (Sheet 5 of 5)	Varies	A1	70086660-WSP-GEN-XX-DR-HW-001023	P03
Proposed Site Plans (Key Plan)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002000	P04
Proposed Site Plans (Sheet 1 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002001	P04
Proposed Site Plans (Sheet 2 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002002	P04
Proposed Site Plans (Sheet 3 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002003	P04

Title	Scale	Size	Drawing Number	Revision
Proposed Site Plans (Sheet 4 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002004	P04
Proposed Site Plans (Sheet 5 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002005	P04
Proposed Site Plans (Sheet 6 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002006	P04
Proposed Site Plans (Sheet 7 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002007	P04
Proposed Site Plans (Sheet 8 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002008	P04
Proposed Site Plans (Sheet 9 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002009	P04
Proposed Site Plans (Sheet 10 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002010	P04
Proposed Site Plans (Sheet 11 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002011	P04
Proposed Site Plans (Sheet 12 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002012	P04
Proposed Site Plans (Sheet 13 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002013	P04
Proposed Site Plans (Sheet 14 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002014	P04
Proposed Site Plans (Sheet 15 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002015	P04
Proposed Site Plans (Sheet 16 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002016	P04
Proposed Site Plans (Sheet 17 of 17)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002017	P04
Proposed Site Sections (Key Plan)	NTS	A1	70086660-WSP-HGN-XX-DR-HW-002018	P03

Title	Scale	Size	Drawing Number	Revision
Proposed Site Sections (Sheet 1 of 5)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002019	P03
Proposed Site Sections (Sheet 2 of 5)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002020	P03
Proposed Site Sections (Sheet 3 of 5)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002021	P03
Proposed Site Sections (Sheet 4 of 5)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002022	P03
Proposed Site Sections (Sheet 5 of 5)	1:1250	A1	70086660-WSP-HGN-XX-DR-HW-002023	P03
M11 Overbridge General Arrangement	Varies	A1	70086660-WSP-SBR-XX-DR-BR-0003	P02
Bin Brook Bridge General Arrangement	Varies	A1	70086660-WSP-SBR-XX-DR-BR-0004	P02
Construction Plans (Key Plan)	NTS	A1	70086660-WSP-TTM-XX-DR-CP-009000	P04
Construction Plans (Sheet 1 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009001	P04
Construction Plans (Sheet 2 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009002	P04
Construction Plans (Sheet 3 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009003	P04
Construction Plans (Sheet 4 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009004	P04
Construction Plans (Sheet 5 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009005	P04
Construction Plans (Sheet 6 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009006	P04

Title	Scale	Size	Drawing Number	Revision
Construction Plans (Sheet 7 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009007	P04
Construction Plans (Sheet 8 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009008	P04
Construction Plans (Sheet 9 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009009	P04
Construction Plans (Sheet 10 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009010	P04
Construction Plans (Sheet 11 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009011	P04
Construction Plans (Sheet 12 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009012	P04
Construction Plans (Sheet 13 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009013	P04
Construction Plans (Sheet 14 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009014	P04
Construction Plans (Sheet 15 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009015	P04
Construction Plans (Sheet 16 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009016	P04
Construction Plans (Sheet 17 of 17)	1:1250	A1	70086660-WSP-TTM-XX-DR-CP-009017	P04