



TRANSPORT AND WORKS ACT 1992

**Transport and Works (Applications and Objections
Procedure) (England and Wales) Rules 2006**

THE NETWORK RAIL (CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCEMENT) ORDER

DOCUMENT NR14: PLANNING STATEMENT

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

[this page is left intentionally blank]

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021***CONTENTS**

1. INTRODUCTION	4
1.1 Transport and Works Act Order	4
1.2 Request for Deemed Planning Permission	5
1.3 Planning Statement	7
2. BACKGROUND TO THE PROPOSED DEVELOPMENT	8
2.2 The proposed Development	8
2.3 Geographical context	9
2.4 Background to the proposed Development.....	10
2.5 The need of the proposed Development	10
2.6 Objectives for the proposed Development.....	12
2.7 Benefits of the proposed Development	13
2.8 Consultation and engagement in relation to the proposed Development	14
3. SITE AND SURROUNDING CONTEXT	16
4. DESCRIPTION OF PROPOSED DEVELOPMENT.....	18
4.2 Summary of the proposed Development	18
4.3 Cambridge South station works	19
4.4 Hills Road Junction works	20
4.5 Shepreth Branch Junction works.....	20
4.6 Construction Activity	21
5. PLANNING CONTEXT	22
5.1 Planning Policy Context	22
5.2 National Planning Policy Framework, DCLG (2019)	22
5.3 National Planning Practice Guidance (NPPG).....	25
5.4 Relevant National Transport Policy	27
5.5 National Policy Statement for National Networks	27
5.6 Local Planning Policy	30

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021*

5.7	Relevant Policy Allocations	30
5.8	Planning History	32
5.9	Cambridge City Council Local Plan (2018)	32
5.10	South Cambridgeshire Local Plan (2018)	42
5.11	Cambridgeshire and Peterborough Local Transport Plan (2020)	47
5.12	Transport Strategy for Cambridge and South Cambridgeshire (2014)	48
5.13	Cambridge Southern Fringe Area Action Plan (2008)	49
5.14	Sustainable Design and Construction SPD (2020)	50
5.15	Cambridgeshire Flood and Water SPD (2018)	50
5.16	Public Art SPD (2010)	50
5.17	Cambridge Inner Green Belt Boundary (2015)	50
5.18	Cambridgeshire and Peterborough Combined Authority: Business Plan 2019-2020 / 2020-2021/ 2021-2022	51
6.	PLANNING CONSIDERATIONS	52
6.2	Principle of the proposed Development.....	53
6.3	Green Belt	54
6.4	Design	57
6.5	Public Open Space	58
6.6	Lighting	59
6.7	Public Art	60
6.8	Acoustics Assessment - Part 1 Noise and Part 2 Vibration	60
6.9	Air Quality	62
6.10	Climate Change Adaptation	63
6.11	Climate Change Green House Gases.....	64
6.12	Biodiversity	64
6.13	Cultural Heritage	66
6.14	Ground Conditions and Contamination	67

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021*

6.15 Landscape and Visual Impact.....	68
6.16 Materials and Waste	69
6.17 Population and Health	71
6.18 Social Economics	72
6.19 Transport Assessment	73
6.20 Water Resource and Flood Risk	74
7. PLANNING CONDITIONS.....	75
8. CONCLUSION	77
References	78
Appendices	80

TABLES

Table 1: Extract of the Strategic Outline Business Case Project Objectives	12
Table 2: Statutory consultees (extract of Table 3.1 from Consultation Report)	15
Table 3: Summary of key features of the proposed Development	18

FIGURES

Figure 1: Plan detailing the proposed Development's location and red line boundary	9
Figure 2: Potential connections from Cambridge South station.....	13
Figure 3: Extract from Cambridge Policies Map (2018)	31
Figure 4: Extract from the SCDC Policies Map (2018) – Inset E South Addenbrooke's.....	32
Figure 5: Extract from TSCSC: Figure 5.3 Major interventions in Cambridge	48
Figure 6: Extract from CIGBBS: Figure 2 Assessment Sectors and Sub Areas.....	51

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

[this page is left intentionally blank]

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021***GLOSSARY/ LIST OF ABBREVIATIONS**

ADF	Southern Fringe Area Development Framework
AZ	AstraZeneca
BMV	Best and most versatile
BNG	Biodiversity Net Gain
CBC	Cambridge Biomedical Campus
CCiC	Cambridge City Council
CCoC	Cambridgeshire County Council
CD&E	Construction, Demolition and Excavation
CGB	Cambridgeshire Guided Busway
CIGBBS	Cambridge Inner Green Belt Study
CLP	Cambridge City Local Plan
CoCP	Code of Construction Practice
CPLTP	Cambridgeshire and Peterborough Local Transport Plan
CSET	Cambridge South East Transport
CSIE	Cambridge South Infrastructure Enhancements
CTMP	Construction Traffic Management Plan
DAS	Design and Access Statement
DCLG	Department for Communities and Local Government
DfT	Department for Transport
DPD	Development Plan Document
EA	Environment Agency
EIA	Environmental Impact Assessment
EMS	Ecological Method Statement
ES	Environmental Statement
EWK	East West Rail
FRA	Flood Risk Assessment

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021*

GCP	Greater Cambridgeshire Partnership
GCSP	Greater Cambridge Shared Planning
GHG	Greenhouse gas
GPDO	Town & Country Planning (General Permitted Development) Order (England) 2015
GSM-R	Global System for Mobile Communications – Railway
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
LTP	Local Transport Plan
NCN	National Cycle Network
Network Rail	Network Rail Infrastructure Limited
NMU	Non-motorised users
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
NPS	National Policy Statement For National Networks
NSIPs	Nationally significant infrastructure projects
OBC	Strategic Case Outline Business Case - Cambridge South Rail Station
OHLE	Overhead Electric Line Equipment
ORR	Office of Rail and Road
POS	Public Open Space
PRoW	Public Right of Way
SCDC	South Cambridgeshire District Council
SCLP	South Cambridgeshire Local Plan
SOBC	Strategic Outline Business Case
SPD	Supplementary Planning Document
SuDS	Sustainable Drainage System
SWMP	Site Waste Management Plan
TSCSC	Transport Strategy for Cambridge and South Cambridgeshire

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021*

TWAO	Transport and Works Act Order
UK	United Kingdom
'Up' and 'Down'	The terms "Up" and "Down" are Rail industry standards; and are defined thus: "Up" : relevant to the location, it is moving in a direction to London from Cambridge Station. "Down" : In a direction away from London to Cambridge Station.
WAML	West Anglia Main Line

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

1. INTRODUCTION

1.1 Transport and Works Act Order

- 1.1.1 Network Rail Infrastructure Limited (Network Rail) is applying to the Secretary of State for Transport for a Transport and Works Act Order (TWAo) to authorise the construction and operation of the Cambridge South Infrastructure Enhancement scheme, referred to in this Planning Statement as “the proposed Development”.
- 1.1.2 The aim of the proposed Development is to improve connectivity across south Cambridgeshire and provide more sustainable travel options for patients, visitors and employees when travelling to and from the Cambridge Biomedical Campus (CBC).
- 1.1.3 The Order, if made, would authorise Network Rail to carry out works to construct a new station (Cambridge South) on the West Anglia Main Line (WAML) by the CBC, install new railway track and associated infrastructure, and the subsequent operation and maintenance of the station and those works. In addition, the Order would authorise Network Rail to compulsorily acquire land and rights, to occupy land on a temporary basis, to divert utilities, to make provision for temporary alternative routes and permanent diversions and to stop up or alter roads and level crossings permanently and temporarily.
- 1.1.4 As elements of the proposed Development are beyond the scope of Network Rail’s permitted development rights, a TWAo is required to authorise the proposed Development. The application process for a TWAo is governed by the Transport and Works Act 1992 (‘the 1992 Act’) and the Transport and Works (Applications and Objections) (England and Wales) Rules 2006 (‘the Application Rules’), as amended.
- 1.1.5 The application under the 1992 Act will be determined by the Secretary of State for Transport. Pursuant to Rule 10(6) of the Application Rules, the TWAo is accompanied by a request for a Planning Direction from the Secretary of State for Transport under section 90(2A) of the Town and Country Planning Act 1990 which, if given, would deem the grant of planning permission for the proposed Development.
- 1.1.6 At the time of submission, the following documents make up the TWAo application for the proposed Development:
- Draft Order;
 - Explanatory Memorandum explaining the purpose and effect of each article in the draft Order;
 - Statement of Aims;
 - List of consents, permissions or licences required under other enactments;
 - Consultation Report;
 - Funding Statement;
 - Estimate of Costs;
 - Environmental Statement (including the Code of Construction Practice Part A)

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- Order Plans (Plans and sections of the proposed works and the land to be acquired or used for the proposed Development);
- Book of Reference; and
- Request for Deemed Planning Permission which includes the proposed planning conditions.

1.1.7 In addition to the above, the following documents have also been included in support of the TWAO application:

- Planning Statement;
- Deemed Planning Drawings;
- Design and Access Statement, including Cambridge South Design Principles document;
- Consideration of Green Belt Issues Report; and
- Public Open Space Assessment

1.1.8 In parallel to the TWAO submission and the request for Deemed Planning Permission, Network Rail is also seeking Scheduled Monument Consent under the Ancient Monuments and Archaeological Areas Act 1979 for the works affecting the Scheduled Monument which will be necessary to implement the proposed Development.

1.1.9 An application will also be made for an exchange land certificate under section 19(1)(a), 28 and Schedule 3 paragraph 6(1)(a) of the Acquisition of Land Act 1981 in respect to the provision of replacement land following the compulsory acquisition of open space land.

1.2 Request for Deemed Planning Permission

1.2.1 Further to paragraph 1.1.5, the request for Deemed Planning Permission from the Secretary of State for Transport under section 90(2A) of the Town and Country Planning Act 1990, seeks planning permission for the siting, massing and volume of the station and other works which make up the proposed Development. Certain details, such as full details of scale and external appearance of the station and landscaping works are 'reserved' for subsequent approval by the local planning authority (LPA) through planning conditions set out within the Request for Deemed Planning Permission.

1.2.2 The request for Deemed Planning Permission includes the following components.

Parameter Plans for 'Access and Movement', 'Land Use and Landscape' and 'Heights'

1.2.3 The parameter plans identify those elements of the proposed Development which are to be controlled as part of the deemed planning request. They set boundaries within which details of future discharge of condition applications must be prepared. The parameter plans provide detail on the following:

- **Heights:** the proposed maximum vertical and horizontal / lateral extents of the station buildings and structures contained within the railway systems compound.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- **Land Use and Landscape:** the different land-uses proposed for different areas of the site including the location of the station building zone, railway systems compound, and key infrastructure (including green and blue infrastructure).
- **Access and Movement:** the accessibility to and within the site for vehicles (private, public transport, emergency and maintenance), cycles and pedestrians and how they fit into the surrounding network.

Deemed Planning Drawings

- 1.2.4 These drawings show illustrative designs for the key areas of built form and their integration into their surroundings, that could be delivered in line with the proposed Development's design principles. Certain drawings show for approval, the proposed maximum extents, of the proposed station and other elements of the proposed Development, including alterations to Webster's footbridge; provision of an accommodation bridge over Hobson's Brook, construction of a railway systems compound, and the provision of a new segregated cyclist and pedestrian path across Hobson's Park.
- 1.2.5 The deemed planning request provides the necessary flexibility for the detailed design of the proposed Development to be approved later through the subsequent submission of deemed planning condition applications.
- 1.2.6 In terms of 'scale', the height, width and length of each of the station buildings in relation to its surroundings is reserved. Parameters for the maximum height above existing ground levels and their maximum widths and lengths, however, are set out on the 'Heights' parameter plan and within certain deemed planning drawings.
- 1.2.7 In terms of 'appearance', those aspects of the station buildings' design which determine the visual impression they impart, including their external built form, cladding and roofing material type, colour and texture, fenestration, and lighting are all reserved. The deemed planning request seeks approval of a set of strategic 'design principles' which are included within the Cambridge South Design Principles document (Appendix A of the Design and Access Statement (DAS)). The submission of detailed design of the station, which will be secured through a deemed planning condition, will be required to demonstrate compliance with the Cambridge South Design Principles document.
- 1.2.8 In terms of 'landscaping', any potential treatment of land for the purpose of protecting, reinstating or enhancing the amenities of the site and the area in which it is situated, including hard and soft landscaping, planting, screening, surface materials, etc. is reserved. Future landscaping details submitted for approval as part of the deemed planning conditions will need to accord with the 'Land Use and Landscape' parameter plan. Indicative landscape plans have been submitted for information as part of the deemed planning request. The indicative landscape plans show at an initial level:
- existing vegetation to be removed or retained;
 - new areas of species rich / wildflower grassland;
 - key areas of tree, hedge, shrub and riparian planting;
 - areas of potential biodiverse green roof;

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- SuDS areas;
- habitat enhancements;
- surfacing; and
- areas of key landform change.

Design & Access Statement and Design Principles

- 1.2.9 The DAS explains the evolutionary process of the proposed Development's design and how consultation has informed the proposals. The DAS includes design principles which set out the key elements of the proposed Development's built form that future planning condition applications should adhere to. The DAS uses illustrative designs (including visualisations) for these elements (including indications of building form and materiality) to demonstrate ways the proposed Development could be delivered in line with these design principles.
- 1.2.10 The Cambridge South Design Principles document included within the Appendix A of the DAS describes the design principles that underpin the design and integration of Cambridge South station into its context. They are written to capture the key principles documented within the DAS that have shaped the design thus far, which have informed the architectural strategy in locating and arranging the station facilities and access provisions.

1.3 Planning Statement

- 1.3.1 This Planning Statement has been prepared to support the request for Deemed Planning Permission and is set out as follows:
- **Section 2** of the statement sets out the background of the proposed Development and provides a summary of its objectives and benefits.
 - **Section 3** describes the location of the site and surrounding context.
 - **Section 4** provides a description of the proposed Development.
 - **Section 5** provides a summary of the relevant planning context, detailing the pertinent national and local planning policy documents and policies which relate to the proposed Development. The section also provides information on the site's planning history and policy designations.
 - **Section 6** contains an assessment of the proposed Development against relevant planning policies.
 - **Section 7** sets out the proposed planning conditions pertinent to the Request for Deemed Planning Permission.
 - **Section 8** concludes that the proposed Development, which will provide considerable benefits and comply with the relevant planning and transport policies, should be approved.

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021***2. BACKGROUND TO THE PROPOSED DEVELOPMENT**

2.1.1 This section of the statement provides details in relation to the background of the proposed Development and summarises its objectives and benefits. For further information on these matters, please refer to Chapter 3 (The Site and the Proposed Development) of the Environmental Statement (ES) and the Statement of Aims document.

2.1.2 Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, Network Rail is under license from the Department for Transport (DfT) and Transport Scotland and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway.

2.2 The proposed Development

2.2.1 The proposed Development will provide infrastructure necessary to deliver a new station adjacent to the CBC in south Cambridge whilst maintaining capacity and improving capability of the railway network.

2.2.2 The CBC is the largest centre of medical research and health science in Europe and is expected to grow. There are also new housing developments anticipated (namely, those in the area of the Cambridge Southern Fringe), which will continue to grow in the local area. This urban growth is needed to meet the high demand for housing and support the local economy, and it necessitates improved transport infrastructure.

2.2.3 The proposed Development comprises these three main components:

- A new Cambridge South station;
- To the north of the new station, a new connection between existing rail lines at Hills Road Junction; and
- To the south of the new station, junction and track improvements at Shepreth Branch Junction

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

Figure 1: Plan detailing the proposed Development's location and red line boundary



2.3 Geographical context

- 2.3.1 The proposed Development would be undertaken across two LPA areas; Cambridge City Council (CCiC) and South Cambridgeshire District Council (SCDC), both of which fall within Cambridgeshire County Council (CCoC) as the strategic planning authority. Both CCiC and SCDC also sit within the wider Cambridgeshire and Peterborough Combined Authority. The planning policy and development control services of both CCiC and SCDC have come together to create a joint planning authority, the Greater Cambridge Shared Planning (GCSP).
- 2.3.2 Cambridge is located at a confluence of several strategically significant rail routes. Running south from Cambridge Station, services connect the city to London Liverpool Street by the WAML, and by the East Coast Mainline (to London Kings Cross) via Shepreth Branch Junction. Thameslink route services connect Cambridge across Central London to Maidstone East, and to Brighton via Gatwick Airport. To the north of the station, services continue to the Midlands and beyond, and to Norwich and Ipswich via the Cross Country corridor.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 2.3.3 The WAML runs between London Liverpool Street and Kings Lynn and is formed of a twin-track railway through to Ely where the line becomes a mixture of single- and double-track sections through to King's Lynn. The route carries busy commuter and leisure traffic from London Stansted Airport and Cambridge into London Liverpool Street, as well as serving high-tech industries within Greater Cambridge.
- 2.3.4 The Cross Country corridor (via Ely and Peterborough) supports a nationally important freight route between the Port of Felixstowe and other regions such as the Midlands, Yorkshire and Scotland alongside busy inter-regional passenger services. The route includes the Felixstowe to Nuneaton route in terms of freight and Ipswich/Norwich to Cambridge/Peterborough via Ely passenger services.
- 2.3.5 Cambridge South station is proposed approximately 2km south of the existing Cambridge Station on the WAML adjacent to the CBC.

2.4 Background to the proposed Development

- 2.4.1 A station to serve the CBC was identified as part of the Cambridgeshire Local Transport Plan 2011-2031: Long Term Transport Strategy (2015) (Ref 1.1). Early work undertaken in 2016 by John Laing Group Plc, with support from AstraZeneca (AZ) UK and CCoC, focused on timetable feasibility of a station with two platforms on the current twin tracks of the WAML. The premise was that if a train stops at a new halt it impacts on the timetables along its entire journey and it may lose its 'path' through the network, or interfere with the paths of other trains, therefore performance is affected.
- 2.4.2 Further timetable analysis was subsequently carried out which demonstrated the need for a station with four platform faces to provide a reasonable level of service at the station and having four tracks in the vicinity of the station to allow non-stopping trains to pass by without journey times being impeded.
- 2.4.3 In the 2017 Autumn Statement, the Chancellor announced £5m to match funds from three local partners, the Greater Cambridgeshire Partnership, AZ UK and Cambridge and Peterborough Combined Authority, and consequently Network Rail assumed responsibility for development of a station with four platform faces and enabling works.
- 2.4.4 The DfT completed a Strategic Outline Business Case (SOBC) in November 2017 for a new railway station upon the London-Cambridge railway to serve the CBC and Southern Fringe development areas of Cambridge, and a range of related track enhancement works.

2.5 The need for the proposed Development

- 2.5.1 Cambridge is one of the UK's fastest growing cities. As stated in the Cambridge City Council Local Plan (CLP) (2018) (Ref 1.2), Cambridge's accomplishments include a thriving hi-tech and biotech industry, which has developed since the 1960s and is known as the Cambridge Phenomenon. More people in Cambridge than anywhere else in the UK are likely to use sustainable modes of transport to travel to work. The need for new housing in Cambridge is high.
- 2.5.2 The CLP identifies the CBC (see policy 17), as an internationally significant health and life sciences cluster, and the Cambridge Southern Fringe (see policy 18) as two of eight areas of major change in Cambridge.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 2.5.3 The Cambridgeshire and Peterborough Local Transport Plan (CPLTP) (2020) (Ref 1.3) explains that the CBC is the largest centre of medical research and health science in Europe. Planned growth of the CBC up to 2031 will lead to an employment level of 26,000 jobs. In 2019, the Royal Papworth Hospital relocated to the CBC and AZ's new strategic research and development centre became operational in 2020.
- 2.5.4 As detail within the SOBC, it is envisaged that by 2031, new housing developments across the Cambridge Southern Fringe comprising an estimated 4,000 new homes will have been constructed. The Southern Fringe area comprising Clay Farm, Trumpington Meadows, Bell School and Glebe Farm, is proposed to deliver high quality new neighbourhoods for Cambridge. It is noted in the Strategic Case Outline Business Case - Cambridge South Rail Station (OBC) (2021) that the Southern Fringe development will be integrated with the adjacent CBC.
- 2.5.5 This urban growth is needed to meet the high demand for housing and support the local economy, however future development is also expected to place significant pressures on the transport system.
- 2.5.6 The growth taking place requires improved transport infrastructure. Taking into consideration the scale and type of the development taking place within the Southern Fringe and CBC, the 2021 OBC report identified a range of existing and future transport problems as follows:
- Lack of long-distance public transport opportunities to the Cambridge Biomedical Campus and the Southern Fringe;
 - Indirect public transport connectivity to international gateways;
 - Indirect public transport accessibility, with a dependence on public transport infrastructure within Cambridge city centre;
 - Highway congestion and associated environmental concerns; and
 - Parking availability.
- 2.5.7 The proposed Cambridge South station is expected to bring about large benefits in relation to sustainable transport access, reducing reliance on Cambridge city centre transport infrastructure, integrating and enhancing Thameslink and East West Rail opportunities, and connectivity to international gateways. As detailed within OBC the proposed station is also expected to give rise to moderate benefits with regards to minimising highway congestion.
- 2.5.8 As referenced earlier, the (now superseded) Cambridgeshire Local Transport Plan 2011-2031: Long Term Transport Strategy (2015) identified the need for a new station at Addenbrooke's to serve the CBC (see pages 4-12 of the Strategy). The Strategy highlights the growth in rail patronage in recent years and forecasts demand for accessibility to the CBC. The Strategy stipulates that the station is '*necessary to provide new capacity for growth and to address existing problems on the transport network*'.
- 2.5.9 The Cambridgeshire and Peterborough Combined Authority published the CPLTP in February 2020, which replaced the Interim Local Transport Plan published in June 2017. The ultimate aim of the CPLTP is to reduce 'car dependency'. It is noted in the CPLTP that rail usage has risen considerably

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

over the Combined Authority area of Cambridgeshire and Peterborough and continues to increase; therefore, the Combined Authority are promoting a range of schemes to help encourage, maintain and accommodate this trend. This includes the proposal for the new Cambridge South station.

- 2.5.10 The CPLTP identifies Cambridge South station as one of the Combined Authority’s priority transport schemes. The CPLTP states that the station ‘*will support development at the CBC, expected to generate over 30,000 additional journeys by 2031, and relieve congestion in and around the campus by providing greater sustainable transport options*’.

2.6 Objectives of the proposed Development

- 2.6.1 The key strategic objectives set out within the SOBC for the proposed Development are detailed in Table 1.

Table 1: Extract of the Strategic Outline Business Case Project Objectives

1.	Increase public transport connectivity between the Cambridge Biomedical Campus and international gateways, in recognition of its international significance.
2.	Improve sustainable transport access to housing, services, and employment within the Cambridge Southern Fringe and Biomedical Campus area, to fulfil existing and future demands.
3.	Minimise highway congestion associated with the Southern Fringe and Cambridge Biomedical Campus by increasing the mode share for sustainable transport modes.
4.	Reduce reliance on central Cambridge transport infrastructure for serving the Southern Fringe and Biomedical Campus.
5.	Be capable of integrating with and enhancing the opportunities presented by Thameslink and East West Rail, to support development of the Biomedical Campus as part of the Golden Triangle life sciences cluster.

- 2.6.2 Further objectives of the proposed Development are listed in the following paragraphs.
- 2.6.3 **Performance neutrality:** Maintaining existing railway performance post construction is a core objective so as not to impact on the end to end journey time of passengers or compromise the wider railway network.
- 2.6.4 **Connectivity:** Offering a well-connected service pattern at the new station is key to passenger experience and improving connectivity to a wide market.
- 2.6.5 **Inclusive design for everyone:** The DfT requires new stations to provide step-free access so passengers can move independently from pavement to platform using lifts or a footbridge and onto the train, with staff support if needed (Ref 1.4). Accessibility benefits everyone, people with health conditions or impairments, people with children, heavy luggage or shopping, and some older people.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 2.6.6 **East West Rail Central Section (Bedford to Cambridge):** One of our requirements is to not preclude options for East West Rail Central (EWR) Section services from Bedford to Cambridge onto the WAML. This has built on our engagement with the East West Rail Company to deliver an infrastructure design that can be adapted relatively easily to meet the longer-term needs of the railway network in the area and thereby allow potential future EWR Central Section services to call at the new station.

2.7 Benefits of the proposed Development

- 2.7.1 The station would support connections across Cambridgeshire and East Anglia and could provide journeys to destinations such as London Stansted Airport, London Kings Cross, London St Pancras and London Liverpool Street, Birmingham and Ely.

Figure 2: Potential connections from Cambridge South station



- 2.7.2 The provision of a new station south of Cambridge will:
- Connect Addenbrooke's and Royal Papworth hospitals and the CBC to potential destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe via Eurostar from London St Pancras;
 - Improve connectivity to the rail network and give people travelling to/from South Cambridgeshire and beyond greater choice of where they can travel to/from;
 - Provide access to a growing area of high-quality employment on the CBC and support future growth of the Cambridge Life Science Cluster; and
 - Help relieve traffic congestion in the local area by supporting the development of environmentally-sustainable transport in Cambridge.
- 2.7.3 The works will maintain the performance and capacity of train services.
- 2.7.4 There are two private level crossings south of the new station: Webster's level crossing which is used by a tenant to farm agricultural land on the west of the railway, and Dukes No.2 level crossing, which

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

is not used; however, rights have not formally been extinguished. Closure of both private level crossings would improve safety for everyone and reduce the risk that level crossings present to the national rail network.

- 2.7.5 Rather than creating additional capacity, the proposed Development introduces the capability for a variety of stopping patterns at a new location on the WAML, whilst maintaining capacity. A service pattern will be agreed at a later stage by the DfT; however, the proposed Development does not propose additional services on the rail network beyond those that operate currently.

2.8 Consultation and engagement in relation to the proposed Development

Greater Cambridge Shared Planning

- 2.8.1 The administrative boundary between CCiC and SCDC runs through the proposed Development. Network Rail entered into formal pre-application discussions with the authorities' fully integrated planning service delivered through the GCSP. Network Rail and GCSP have established a close working relationship with regular meetings with Council officers, the Network Rail project team and its consultant and designer, Arcadis. This engagement has seen GCSP provide technical and planning input into the design, scope of the Environmental Impact Assessment (EIA). Briefings have been delivered to local councillors via the Southern Area Committee and the Joint Development Control Committee.

- 2.8.2 As part of the proposed Development's design process, the station proposals were presented to the Cambridgeshire Quality Panel in December 2020.

Cambridgeshire County Council

- 2.8.3 Engagement has been undertaken with CCoC as the Local Highways Authority on the Transport Assessment and Guided Busway, as the Lead Local Flood Authority (LLFA) on flood issues and as a landowner on property matters.

- 2.8.4 On behalf of CCoC, the Greater Cambridgeshire Partnership (GCP) are planning Phase 2 of Cambridge South East Transport (CSET) within close proximity of the proposed Development. CSET is also currently preparing an application for a TWA0 which is likely to follow the TWA0 submission for the proposed Development. CBC stakeholders, particularly AZ UK, and the CCoC/GCP have been keen for Network Rail to work closely with CSET to ensure that interfaces are as collaborative as possible. This has been achieved through regular engagement and liaison with the CSET project team.

Public Consultation

- 2.8.5 Consultation was ongoing with all consultees throughout the development of the scheme, with meetings, phone calls, emails, presentations and site visits. Letters/emails and information packs were sent to all key consultees at each consultation round. There were 10 events for the first round of consultation attended by 989 people; 967 items of feedback were received. Due to the pandemic, the second round of consultation was held online with conversations held via webchats or via phone; 531 items of feedback were received. The project team reviewed all consultation feedback at each consultation round. This feedback played a key role in the design and evolution of the proposed Development.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 2.8.6 Joint meetings with AZ will continue to help shape the development proposals and the interface with the upgrade where works delivered through this TWAO have a direct interaction with the wider CBC Masterplan. As presented in the TWAO application, the plans do not preclude the CBC development from being delivered.
- 2.8.7 Table 2 sets out all groups and organisations for the proposed Development that must be served or notified under either Schedule 5 or Schedule 6 to the Application Rules (known as Schedule 5 or 6 consultees). Network Rail has termed these ‘statutory consultees’ for the purposes of consultation.

Table 2: Statutory consultees (extract of Table 3.1 from the Consultation Report)

Schedule 5 and 6 consultees (excluding land owners, tenants and lease holders)	
County Council	Cambridgeshire County Council
District Councils	Cambridge City Council South Cambridgeshire District Council
Government Agencies	Environment Agency Historic England Natural England Office of Rail and Road The Crown Estate
Lead Local Flood Authority	Cambridgeshire County Council LLFA
Parish Councils	South Trumpington Parish Meeting Great Shelford Parish Council
Statutory Undertakers	Cambridge Water Openreach Vodafone UK Power Networks CityFibre Anglian Water Cadent Gas Virgin Media
Interest groups	Auto-Cycle Union The British Driving Society The Cyclists Touring Club The Open Spaces Society The British Horse Society The Ramblers Association The Byways and Bridleway Trust Transport Focus
Street Managers	Cambridge Medipark Ltd

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

3. SITE AND SURROUNDING CONTEXT

- 3.1.1 This section of the statement describes the existing site and the surrounding area of the proposed Development. Please note, that a full description of the site and surrounding area is provided in Chapter 4 (The Site and the Proposed Development) of the ES, with further site analysis details included within the DAS.
- 3.1.2 The proposed Development's site boundary covers an area of approximately 46.5ha. and lies within and adjacent to the existing railway corridor from Hills Road overbridge in the north and Shepreth Branch Junction to the south (see Figure 1 of this statement). The proposed station area is located immediately west of the CBC. The site area allows for the works to build and operate the proposed Development. Of this area, approximately 5 hectares would be used for the proposed Development footprint in operation.
- 3.1.3 The proposed Development site is located within the administrative areas of CCiC and SCDC. The southern part of the site is also located within the parish of Great Shelford.
- 3.1.4 The proposed Development site is generally flat and contains the existing railway line. The eastern portion of the site is bordered by the CBC masterplan area and is mainly occupied by associated buildings, hard standing areas and car parks. The central eastern fringe is connected by Francis Crick Avenue. To the south of the Anne McLaren Research Facility lies Addenbrookes Road which forms the junction of Francis Crick Avenue and Dame Mary Archer Way. Within adjacent land, south of Dame Mary Archer Way is Abcam Plc, associated storage yards and car parking. The area further to the south is occupied by arable farmland.
- 3.1.5 The majority of the western portion of the site lies within Hobson's Park which is greenfield in nature and contains Hobson's Park Nature Reserve. Arable farmland lies to the south west of Addenbrookes Road, which contains a Scheduled Monument with all periods represented in the archaeological resource from the Mesolithic through to the Modern. Hobson's Brook is also located within the site's western boundary and lies in a north-south orientation.
- 3.1.6 Residential properties lie along the east of A1301 Cambridge Road and adjacent to Davey Crescent. There are two Grade II Listed Buildings, Four Mile House, located west of Cambridge Road on the north of the railway and De Freville Farmhouse located west of Cambridge Road on the south side of the railway.
- 3.1.7 The northern area of the site predominantly comprises existing railway infrastructure. This area is bordered by large educational and industrial buildings. Along the Cambridgeshire Guided Busway (CGB) route, which crosses over the northern portion of the site, there are stretches of national cycle route, public rights of way (PRoWs), and minor roads which frame the site and create connectivity to surrounding areas.
- 3.1.8 The geology beneath the site is identified as: chalk of the Zig Zag Chalk Formation; Totternhoe Stone Formation, and the West Melbury Marly Chalk Formation over the Gault Formation. This is overlain by superficial deposits of sand and gravel River Terrace Deposits.

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021*

- 3.1.9 As detailed within the Environment Agency's (EA) flood zone online mapping system, the site is predominantly located in Flood Zone 1 but small areas along both sides of the railway line are located in Flood Zone 2 and 3.
- 3.1.10 The surrounding area contains significant archaeological potential, including rich Prehistoric and Roman activity. Key areas have previously been investigated through archaeological excavations east of the site including: the Addenbrooke's Hospital and the Addenbrooke's Link Road; the AZ site; Clay Farm excavations, works at Trumpington Meadows and around Granham's Farm. Potential for archaeology presents a key constraint, as it surrounds the site boundary on all sides.
- 3.1.11 Within the proposed Development's site boundary and surrounding area, there are a range of transport infrastructure in the form of roads, the CGB, railway lines and cycle paths. Public footpaths, permissive paths and cycle routes also cross the area.
- 3.1.12 Two level crossings, Webster's and Dukes No 2., are situated within the site boundary. The crossings which are located in vicinity of Shepreth Branch Junction, are currently used to access the farmland on the west of the railway.
- 3.1.13 Within the site boundary, Hobson's Brook, a partially natural watercourse, rises from Nine Wells Local Nature Reserve. The Brook is an important ecological feature and wildlife corridor and comprises grassland, ruderal species and a number of ponds. Beyond the western boundary the area is characterised by the River Cam which flows north to south approx. 2km parallel to the west of the railway.
- 3.1.14 There are two Sites of Special Scientific Interest (SSSI) within 2km of the proposed Development: Gog Magog Golf Course besides Babraham Road, and Cherry Hinton Pit alongside Limekiln Road. There are a number of listed buildings adjacent to the eastern fringe, the closest is the Dovecote at Granhams Farm which is a Grade II listed building at a distance of approximately 30m from the proposed Development boundary.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

4. DESCRIPTION OF PROPOSED DEVELOPMENT

4.1.1 This section of the statement provides a summary of the proposed Development. Please note, that a full description of the proposed Development is contained within Chapter 4 (The Site and the Proposed Development) of the ES, with further details included within the DAS.

4.2 Summary of the proposed Development

4.2.1 The aim of the proposed Development is to provide infrastructure necessary to deliver a new station adjacent to the CBC whilst maintaining capacity and improving capability of the network. The proposed Development would provide facilities to accommodate 240m length trains at the new station, additional track infrastructure to allow services to stop at the station whilst protecting train capacity and performance.

4.2.2 The proposed Development comprises these three main components:

- A new Cambridge South station;
- To the north of the new station, a new connection between existing rail lines at Hills Road Junction; and
- To the south of the new station, junction and track improvements at Shepreth Branch Junction.

4.2.3 The latter two components above are proposed to ensure that there are no service disbenefits for passengers as a result of the proposed new Cambridge South station.

4.2.4 Table 3 below provides a summary of the key features of the proposed Development.

Table 3: Summary of key features of the proposed Development

Feature	Description
Station	Construction of a new station on the WAML with two lifts per platform, stairs and footbridges, access for vehicles on the east, access for pedestrians and cyclists from both sides of the railway, five bays for Blue Badge holders and three bays for drop-off by private cars and three bays for drop-off by taxis on the east and space for a total of 1,000 cycles arranged on both sides of the railway.
Track and platforms	Remodelling the existing track layouts and installing two additional loops to serve four platforms. Enhancements to track at Shepreth Branch Junction. Improvements to shunt spur at Hills Road Junction.
Plant	Provision of supporting infrastructure such as overhead line electrification (OLE) equipment and provision of a Railway Systems Compound which includes a substation for the purpose of powering railway systems.
Signalling	Modification of existing signals, equipment and associated cabling to allow new layout to be installed.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

Telecommunications	Provision of new telecommunications facilities, relocation of a Global System for Mobile Communications-Railway (GSM-R) mast and associated cabling.
Electrical and Power	Provision of power cables to serve railside and station infrastructure.
Drainage and culverts	Reconstruction of Tibbets Culvert to minimise flood risk and provision of additional sustainable drainage for the railway infrastructure and modification of several existing culverts to receive new track layout.
Highways	Modifications to roads and crossings as required to facilitate access and to the southern embankment of the CGB to accommodate cycle parking on the east of the railway.
Level crossings	Closure of two private level crossings and provision of alternative access by means of a new private bridge across Hobson's Conduit, adjacent to Addenbrooke's Road.
Footbridge and Public Rights of Way	Modifications to Webster's footbridge (BGK/1543B) and, if required, to Great Shelford footpath FP1.
NCN Route 11	Temporary diversion of NCN Route 11 (cycle track) and reinstatement post construction to its original alignment under Nine Wells Bridge.
Ancillary infrastructure	Additional elements to ensure the proposed Development is built and can be operated in a safe, efficient manner, such as fencing, lighting, electrical connections, pedestrian and vehicle access.
Maintenance infrastructure	Provision of permanent maintenance compounds and rail access points for maintainer vehicles and/or pedestrians.
Landscaping	Hard and soft landscaping works across the proposed Development.

4.3 Cambridge South station works

4.3.1 The proposed station works comprise of:

- A two-storey station building, ticket office and ticket vending machines, along with automatic ticket gates; facilities such as a retail/catering unit, waiting room, toilets, Changing Places for the mobility impaired, baby changing facilities, and staff facilities;
- Four platforms with step-free access via a footbridge and lifts;
- An emergency evacuation footbridge and stairs a secondary covered footbridge at the platforms' southern end (providing, in an emergency, a secondary means of escape for passengers);
- Seating and platform canopies for waiting passengers;
- Cycle parking on both sides of the railway for a total of 1,000 cycles;
- Pedestrian and cycle access paths on both sides of the railway;

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- A station forecourt containing five parking bays for Blue Badge Holders; two parking bays for station staff; two parking bays for maintenance staff; three bays for drop-off/pick-up by private cars; and three bays for drop-off/pick-up by taxis; and
- Introduction of 2 additional loop lines.

- 4.3.2 To improve pedestrians and cyclist access to the proposed new station from the west, a new segregated cyclist and pedestrian path across Hobson's Park will be provided. This path will connect into the existing pathway network.
- 4.3.3 Access for emergency and maintenance vehicles to the western station building will be provided through the repurposing and occasional re-aligning of the existing park maintenance track off Addenbrooke's Road.
- 4.3.4 The station is proposed to be built out in phases, whilst maintaining the current live operational railway.
- 4.3.5 For further information and details in relation to the proposed Cambridge South station works, please refer to the ES, DAS and deemed planning drawings.

4.4 Hills Road Junction works

- 4.4.1 In summary the works at Hills Road Junction involve an extension to the existing shunt spur and the addition of a switchover which will connect the shunt spur to the main line.
- 4.4.2 The proposed track works at Hills Road shunt spur can be delivered using Network Rail's existing permitted development powers under Part 18, Class A, (not requiring prior approval) of the Town & Country Planning (General Permitted Development) Order (GPDO) 2015 (as amended). Therefore, Network Rail are not seeking permission for these works as part of the request for deemed planning permission.
- 4.4.3 The works have been included within the EIA and are documented in the ES.

4.5 Shepreth Branch Junction works

- 4.5.1 The proposed Development involves improvements to Shepreth Branch Junction, these works include:
- Remodelling of the switches (pointwork) at Shepreth Branch Junction (in Great Shelford) and minor realignment of the track for short distance toward Royston. This will permit line speeds to be increased from 30 mph to 50 mph which will also help provide robust performance;
 - Works to existing railway embankments to accommodate and support the new railway infrastructure;
 - Installation of safety screens to Webster's footbridge;
 - Creation of a small railway maintenance area to the east of the existing Webster's footbridge; and

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- Slight movement of the existing GSM-R mast and compound.

4.5.2 Please refer to deemed planning drawing 158454-ARC-ZZ-ZZ-DRG-LEP-000055 for further details in relation to the works at Shepreth Branch Junction.

4.5.3 The proposed Development seeks to close two level crossings in the vicinity of Shepreth Branch Junction (Webster's and Dukes No 2) which are currently used to access the farmland on the west of the railway. A new accommodation bridge is proposed over Hobson's Brook to give access to that land from Addenbrooke's Road. Please refer to deemed planning drawing, 158454-ARC-ZZ-ZZ-DRG-LEP-000053 for further details in relation to the proposed accommodation bridge.

4.5.4 A Railway Systems Compound (RSC) will also be provided as part of the proposed Development. The RSC will be located south of Nine Wells Bridge and will contain an electrical substation, a small single-storey building housing signalling, electrical supply and telecommunications equipment, space for maintenance vehicle parking and material lay-down, all contained within a fenced enclosure. Please refer to deemed planning drawing, 158454-ARC-ZZ-ZZ-DRG-LEP-000054 for further details in relation to the proposed RSC.

4.6 Construction Activity

4.6.1 The main construction works are expected to start in 2023 and to be completed in 2025. The duration, intensity and scale of the works along the route will vary over this period.

4.6.2 A number of temporary construction compounds are required in order to facilitate and manage construction. The proposed siting of these compounds has taken into account public consultation responses, initial engagement with landowners, environmental features, topography and ownership of land for access.

4.6.3 An outline Code of Construction Practice (CoCP Part A) has been submitted as part of the TWAO application. The CoCP Part A describes the high-level environmental management and mitigation requirements to be implemented during the construction works. The mitigation requirements include the measures that have been identified by the EIA process as being necessary to satisfactorily control any adverse environmental effects. A detailed version of the CoCP (CoCP Part B) and its associated management plans will provide more detail on the measures to be used to control the potential impacts during construction. The CoCP Part B will be prepared by Network Rail's appointed contractor. The CoCP Part B will be submitted via planning condition to the LPA for their approval, prior to construction works commencing on site.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5. PLANNING CONTEXT

5.1 Planning Policy Context

- 5.1.1 This section of the statement reviews the planning policy framework against which the proposed Development is to be considered. This includes planning policy and guidance at a national level, as well as adopted and emerging policies at a local level. Furthermore, the relevant transport policy is also set out within this section.

5.2 National Planning Policy Framework, DCLG (2019)

- 5.2.1 The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government (DCLG) on the 27th March 2012. The NPPF provides the Government's planning policies for England and sets out how these are expected to be applied. It has been progressively updated with the last iteration being in February 2019 (Ref 1.5).

- 5.2.2 Chapter 2, paragraph 11 of the NPPF explains that, at the heart of the Framework, is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- 'c) approving development proposals that accord with the development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

- 5.2.3 Chapter 2, paragraph 8 sets out the three key objectives of the planning system - economic, social and environmental objectives all interdependent but necessary to achieve the sustainable agenda and underpin both plan-making and decision-taking. They are specifically:

- a) 'an economic objective: to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) a social objective: to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- c) an environmental objective: to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.'*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5.2.4 The NPPF sets out national policy on a number of areas, against which proposals are to be considered. Those of particular relevance to the proposed Development are summarised below:

- **Chapter 2 (Achieving sustainable development)** Please refer to paragraphs 5.2.2 and 5.2.3 for details relating to the content of this NPPF chapter.
- **Chapter 6 (Building a strong, competitive economy)** sets out the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. It states that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.
- **Chapter 8 (Promoting healthy communities)** highlights the importance of access to high quality open spaces to the health and well-being of communities. The planning system is a means of providing safe and accessible developments, containing clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas. Access to high quality open spaces and opportunities for recreation can make an important contribution to the health and well-being of communities. Paragraph 97 is of particular relevance in relation to new development proposals situated on existing open space land. Part b) of the paragraph explains that any loss of open space land as a result of proposed development needs to *'be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.'*
- **Chapter 9 (Promoting sustainable transport)** explains that transport policies have an important role to play in facilitating sustainable development and that the transport system needs to be balanced in favour of sustainable transport, giving people a real choice about how they travel (Paragraph 103). Furthermore, it states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- **Chapter 12 (achieving well-designed places)** advises that the Government attaches significant importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 127 states that planning policies and decisions should aim to ensure that developments:
 - a) *'will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'*
- **Chapter 13 (Protecting Green Belt Land)** outlines the role of the Green Belt and how it should continue to be protected from inappropriate development. It goes on to confirm that local transport infrastructure which can demonstrate a requirement for a Green Belt location is considered appropriate development in the Green Belt (Paragraph 146(c)).
- **Chapter 14 (Meeting the challenge of climate change, flooding and coastal change)** outlines that planning has a key role to play in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure (Paragraph 148). Paragraph 149 explains that LPAs should adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, amongst other considerations. Paragraph 157 states that local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test and, if required, the Exception Test (as defined in Chapter 14, Paragraph 160) it can be demonstrated that:
 - a) *'the development would provide wider sustainability benefits to the community that outweigh the flood risk; and*
 - b) *the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.'*
- **Chapter 15 (Conserving and enhancing the natural environment)** sets out key principles for ensuring that the planning system contributes to and enhances the natural and local environment by, among other things, recognising the wider benefits of ecosystems, minimising impacts on biodiversity and providing net gains in biodiversity where possible (Paragraph 175). Paragraph 170 lists how planning and policy decisions should contribute to and enhance the natural and local environment. This list includes *'b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland'*. Paragraph 181 provides details in relation to ground conditions and pollution, explaining that *'Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement'*.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- **Chapter 16 (Protecting the Historic Environment)** stresses the need to assess the significance of any heritage asset which is affected by a development proposal (paragraph 189); this would be taken into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal (Paragraph 190).

In relation to considering potential impacts to heritage assets, paragraph 194 explains that;

'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'*

Paragraph 195 confirms that substantial harm or total loss can only be accepted if it can be demonstrated that significant public benefit will occur through such loss or harm.

- **Chapter 17 (Facilitating the sustainable use of minerals)** recognises, in paragraph 203, the importance of making the best use of finite resources to secure their long-term conservation.

5.3 National Planning Practice Guidance (NPPG)

- 5.3.1 In March 2014, the DCLG launched a web-based resource containing National Planning Practice Guidance (NPPG) (Ref 1.6). The NPPG provides guidance on a range of categories, including; Climate Change, Green Belt and Use of Planning Conditions. Since the NPPG was first launched in 2014, the guidance documents have been updated a number of times. The following NPPG categories are relevant in terms of the proposed Development.
- 5.3.2 **Air Quality (2019):** This section of the NPPG sets out why the planning system should be concerned about air quality and provides instances in which air quality could be relevant to a planning decision.
- 5.3.3 **Climate change (2019):** This section advises how to recognise suitable mitigation and adaptation measures in the planning process in order to address the impacts of climate change. Paragraph 003, explains that there are various opportunities to integrate climate change mitigation and adaptation objectives into Local Plans. The paragraph goes on to provide examples of methods that can mitigate climate change by reducing emissions. The reduction of need to travel and the provision of sustainable transport is presented as one method which can contribute to reducing emissions.
- 5.3.4 **Design: process and tools (2019):** This section of the NPPG explains that good quality design is an integral part of sustainable development. It reinforces the recognition set out in the NPPF that design quality matters and that Planning should promote standards across all forms of development. It continues to say that well-designed places are successful and valued. The National Design Guide (2021) (complimentary to the Guidance) sets out ten key characteristics to underpin good design:
- Context
 - Identity

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- Built Form
- Movement
- Nature
- Public Spaces
- Uses
- Homes & Buildings
- Resources
- Lifespan

5.3.5 **Green Belt (2019):** This section considers the potential impact of development on the openness of the Green Belt and states that the courts have identified a number of matters which may need to be taken into account in making an assessment of impact. As detailed in paragraph 001, these include:

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

5.3.6 **Historic Environment (2019):** This section advises on the best practice for protecting and conserving historic assets. Paragraph 002 indicates that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. Paragraph 056 provides details in relation to the permissions/consents which are needed for works to scheduled monuments and protected wreck sites.

5.3.7 **Land affected by contamination (2019):** This section outlines the guiding principles relating to how planning can deal with land affected by contamination. Paragraph 001 highlights the importance of handling contamination, explaining that *‘Failing to deal adequately with contamination can cause harm to human health, property and the wider environment. It can also limit or preclude new development; and undermine compliance with the Water Environment Regulation 2017.’*

5.3.8 **Light Pollution (2019):** This section provides guidance on how the planning system should consider light. Paragraph 002 sets out the key questions that help to determine if development proposals might have implications for light pollution. The section goes on to detail what factors are relevant when contemplating where, when and how much light shines.

5.3.9 **Natural Environment (2019):** This section explains the main issues in implementing policy to protect landscape, biodiversity, ecosystems and green infrastructure. It explores how the character of landscapes be assessed to inform plan-making and planning decisions.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 5.3.10 **Noise (2019):** This section advises on how planning can manage potential noise impacts in new development. It states that noise needs to be considered when new developments may create additional impacts (paragraph 001). Paragraph 002 goes on to explain that noise should not be considered in isolation, separately from the economic, social and other environmental dimensions of proposed development.
- 5.3.11 **Open space, sports and recreation facilities, public rights of way and local green space (2014):** This section provides guidance on open space sports and recreation facilities, public rights of way and the Local Green Space designation. In relation to open space, Paragraph 001 explains how it needs to be considered when planning for new development and proposals that may affect existing open space.
- 5.3.12 **Travel Plans, Transport Assessments and Statements (2014):** This section sets out guidance on when Travel Plans, Transport Assessments and Transport Statements are required, and also explains what information they should contain.
- 5.3.13 **Use of planning conditions (2019):** This section advises how conditions attached to a planning permission should be used and discharged effectively.

5.4 Relevant National Transport Policy

- 5.4.1 Britain's railway plays an essential role in supporting and creating economic growth by enabling safe, fast, efficient movement of passengers and goods into and between major economic centres and international gateways.
- 5.4.2 Consistent with Government transport strategy, the railway industry's ambition is to increase rail's already significant contribution to the country's economic, social and environmental welfare linking people and communities in an environmentally sustainable way.
- 5.4.3 In 2011 the Government recognised that there is a need for radical change in transport policy. The Government White Paper (Creating growth, cutting carbon: Making Sustainable Transport happen) (2011) (Ref 1.7) was published in January 2011. Paragraph 1.3 of the White Paper, explains that the government's vision is for *'a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities.'*
- 5.4.4 Paragraph 2.2 of the paper highlights the crucial role that sustainable transport can play in terms of enabling growth whilst also reducing carbon emissions and addressing climate change. It states that *'sustainable transport modes can enable growth, for instance by improving access to work, to shops and other services, at the same time as cutting carbon emissions and tackling climate change. Certain interventions can also make a significant contribution to public health and quality of life.'*

5.5 National Policy Statement for National Network

- 5.5.1 The National Policy Statement for National Networks (NPS) was published in December 2014 and sets out the need for, and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England (Ref 1.8). Whilst the proposed Development falls under the threshold detailed in the Planning Act 2008, as amended by the Highway and Railway (Nationally Significant Infrastructure Project) Order 2013, that is the

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

construction or alteration of a railway in England will only be a NSIP if it is to include a continuous stretch of track of more than 2km not on operational land, section 1.4 of the NPS states that:

‘In England, this NPS may also be a material consideration in decision making on applications that fall under the Town and Country Planning Act 1990 or any successor legislation. Whether, and to what extent, this NPS is a material consideration, will be judged on a case by case basis.’

5.5.2 It is therefore the case that whilst the NPS is primarily to guide and inform NSIP applications, it does have some degree of material weight in relation to the proposed Development as the rationale supporting the proposed works is for improvements to be delivered to parts of the national rail network, and should therefore be appraised accordingly. It is also important to understand the context of the Government’s policy stance on rail infrastructure given the limited detail within the NPPF.

5.5.3 Section 2 of the NPS sets out the need for development of the national networks and details the Government’s vision and strategic objectives:

‘The Government will deliver national networks that meet the country’s long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:

- *Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.*
- *Networks which support and improve journey quality, reliability, and safety.*
- *Networks which support the delivery of environmental goals and the move to a low carbon economy.*
- *Networks which join up our communities and link effectively to each other.’*

5.5.4 Paragraph 2.2 explains that *‘There is a critical need to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth. Improvements may also be required to address the impact of the national networks on quality of life and environmental factors.’*

5.5.5 Paragraph 2.4 goes on to mention the pressures the national networks are under, including a projected increase of 40 % of journeys undertaken by rail and rail freight having the capacity to double by 2030.

5.5.6 Paragraph 2.6 states that improved transport links help to rebalance the economy.

5.5.7 Within paragraph 2.10 the NPS sets out an overarching statement that the Government concludes at a strategic level that there is a compelling need for the development of national networks.

5.5.8 The need for development of the national rail network is set out from paragraphs 2.28 – 2.41. These paragraphs identify the importance of the rail network as a vital part of the national transport infrastructure and for the growing demand for rail travel and future projected growth which together support the compelling need for developing the country’s rail network.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5.5.9 Paragraph 2.29 presents the Government’s vision for the Transport system in which railways must:

- *‘offer a safe and reliable route to work;*
- *facilitate increases in both business and leisure travel;*
- *support regional and local public transport to connect communities with public services, with workplaces and with each other; and*
- *provide for the transport of freight across the country, and to and from ports, in order to help meet environmental goals and improve quality of life.’*

5.5.10 Paragraph 2.37 highlights the need to improve the network:

‘In the short to medium term the Government’s policy is to improve the capacity, capability, reliability and resilience of the rail network at key locations for both passenger and freight movements to reflect growth in demand, reduce overcrowding, improve journey times maintain or improve operational performance and facilitate modal shift from road to rail. The rail network is predominantly a mixed traffic network and the provision of capacity for both freight and passenger services is core to the network.’

Adding that:

‘Relatively modest infrastructure interventions can often deliver significant capacity benefits by removing pinch points and blockages.’

5.5.11 Paragraph 2.38 is also pertinent and explains:

‘The Government will therefore consider new or re-opened alignments to improve capacity, speed, connectivity and reliability. Rail is a safer, greener and faster mode of transport for large passenger volumes and for long distances, including inter-city journeys.’

5.5.12 The environmental benefits of rail improvements are discussed within paragraph 2.40, which states that:

‘Modal shift from road and aviation to rail can help reduce transport’s carbon emissions, as well as providing wider transport and economic benefits. For these reasons, the Government seeks to accommodate an increase in rail travel and rail freight where it is practical and affordable by providing for extra capacity.’

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5.6 Local Planning Policy

- 5.6.1 The proposed Development is situated within the administrative boundaries of CCiC and SCDC. The planning policy and development control services of both authorities have come together to create a joint planning authority, the GCSP.

The Local planning policy documents of relevance to the proposed Development are set out below:

- Cambridge City Council Local Plan (2018)
- South Cambridgeshire Local Development Plan (2018)
- Cambridgeshire and Peterborough Local Transport Plan (2020)
- Transport Strategy for Cambridge and South Cambridgeshire (2014)
- Cambridge Southern Fringe Area Action Plan (2008)
- Sustainable Design and Construction SPD (2020)
- Cambridgeshire Flood and Water SPD (2018)
- Public Art SPD (2010)
- Cambridge Inner Green Belt Boundary (2015)

Whilst the following document does not contain planning policies, it does provide relevant context in relation to the proposed Development and therefore it has been referenced within this statement.

- Cambridgeshire and Peterborough Combined Authority: Business Plan (2019-2020 / (2020-2021)

- 5.6.2 It is important to note that GCSP is currently developing a new local plan. The preparation for this is at very early stages, with the preferred options for the emerging Greater Cambridge Local Plan not expected to go out for consultation until autumn 2021. The policy options and evidence published may be relevant to any future submission conditions depending on timescales.

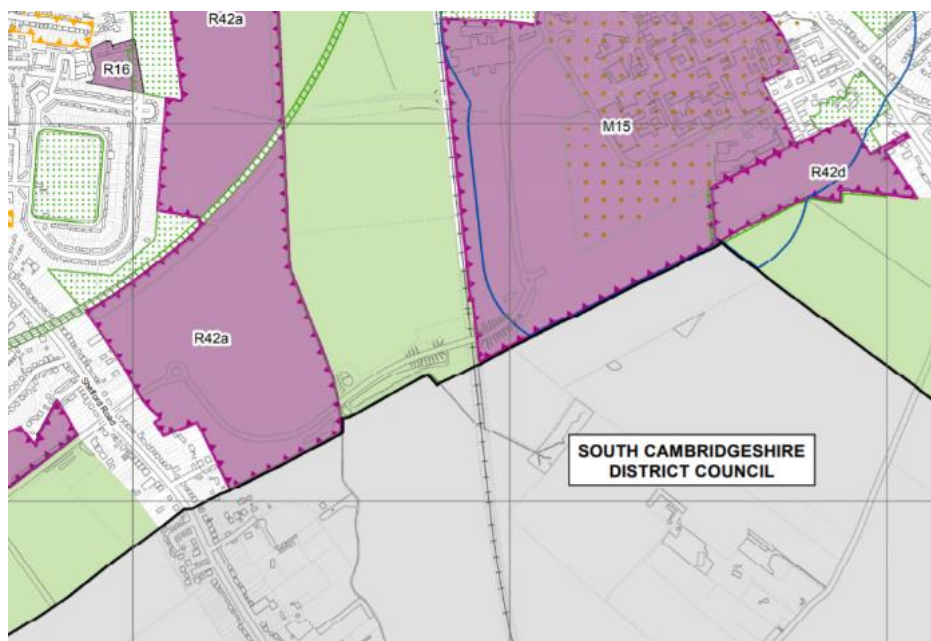
5.7 Relevant Policy Allocations

- 5.7.1 Figure 3 (Extract from the Cambridge Policies Map 2018) (Ref 1.9) shows the administrative boundary between CCiC and SCDC. The proposed new station and associated works will be located within CCiC's boundary. The works involving Shepreth Junction, alterations to Webster's footbridge, and the majority of the RSC will be situated within SCDC'S boundary. Elements of the proposed Development, including the accommodation bridge over Hobson's Brook will span both administrative areas.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

Figure 3: Extract from the Cambridge Policies Map (2018)



5.7.2 A summary of relevant Policy Allocations, within CCiC and SCDC, which relate to the proposed Development is provided below.

CCiC relevant policy allocations/designations

The site boundary includes the following designations:

- Green Belt
- Area of Major Change / Proposal Site (M15)
- Area of Major Change / Proposal Site (R42a)
- City Wildlife County Wildlife and Local Nature Reserve
- Protected Open Space (St Mary's School Playing Field / Long Road Sixth Form)
- Waste Consultation Area

SCDC relevant policy allocations/designations

The site boundary includes the following designations:

- Green Belt
- Improved Landscaping (Policies CSF/5 (2f-m)
- Scheduled Ancient Monument

The Network Rail (Cambridge South Infrastructure Enhancement) Order

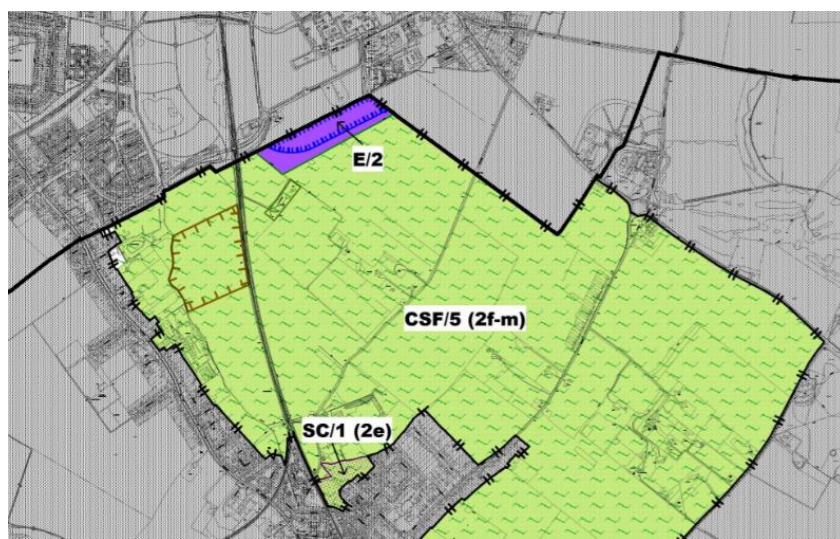
Document NR14 – Planning Statement – June 2021

- Area Action Plan Boundary (Cambridge Southern Fringe)
- Employment Allocation (E/2)

The site boundary is located adjacent to following designations:

- Special Policy Area (SC/1 (2e))
- Waste Consultation Area

Figure 4: Extract from the SCDC's Adopted Policies Map (2018) – Inset E South Addenbrooke's (Ref 1.10)



5.8 Planning History

- 5.8.1 Due to the proposed Development's proximity to Trumpington, Great Shelford and the developing CBC, there are a number of relevant developments and development proposals which have been subject of planning applications.
- 5.8.2 A summary of these planning applications which have been submitted to CCiC and SCDC is provided within Appendix 1 (Schedule of Relevant Planning Applications 2006 - 2021) of this statement. The summary details those planning applications which are located in close proximity to the proposed Development and have been submitted and/or determined between 2006 and 2021.

5.9 Cambridge City Council Local Plan (2018)

- 5.9.1 The CLP (2018) sets out the vision, policies and proposals for future development during the Plan Period from 2018 to 2031. The CLP forms part of the statutory development plan and sets out strategic planning policies for CCiC against which all development proposals are to be assessed.
- 5.9.2 The CLP recognises the City's significant growth plans and the nationally important economic contribution the City makes, in particular the international standard of research and knowledge-based industries. The CLP's vision for Cambridge is, therefore, sympathetic to the pursuit of growth, setting out how to meet the development needs of the City whilst protecting it from urban sprawl.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5.9.3 The CLP sets out 15 strategic objectives (pages 9-10) for implementation of the high-level vision for the City. The objectives of most relevance to the proposed Development include:

‘(Objective 1) contribute to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make a transition to a low carbon lifestyle. This means making best use of energy (including community energy projects), water and other natural resources, securing radical reductions in carbon emissions, minimising environmental impact and being capable of adapting to the impacts of climate change;

(Objective 3) be of the highest quality, in terms of design excellence and innovation, addressing the development’s impact upon its surroundings and embracing the principles of sustainable design and construction;

(Objective 6) protect and enhance the landscape setting of the City, which comprises the Cambridge Green Belt, the green corridors penetrating the urban area, the established network of multi-functional green spaces and tree canopy cover in the City;

(Objective 7) protect and enhance the city’s biodiversity, network of habitats and geo-diversity;

(Objective 10) promote and support economic growth in environmentally sustainable and accessible locations, facilitating innovation and supporting Cambridge’s role as a world leader in higher education, research, and knowledge-based industries, while maintaining the quality of life and place that contribute to economic success;

(Objective 12) promote social cohesion and sustainability and a high quality of life by maintaining and enhancing provision for open space, sports and recreation, community and leisure facilities, including arts and cultural venues that serve Cambridge and the sub-region;

(Objective 13) be located to help minimise the distance people need to travel and be designed to make it easy for everyone to move around the City and access jobs and services by sustainable modes of transport.

(Objective 15) promote a safe and healthy environment, minimising the impacts of development and ensuring quality of life and place.’

5.9.4 The Spatial Strategy of Cambridge is set out within paragraph 2.13 and states that the spatial strategy provides for:

- *‘the presumption in favour of sustainable development and what that means in Cambridge;*
- *the delivery of objectively assessed development needs, which will be met primarily within the urban area of Cambridge and in three additional locations, where release from the Cambridge Green Belt to deliver small-scale sites for homes and jobs is judged not to undermine the purposes of the Green Belt;*
- *the delivery of necessary infrastructure to support the needs and mitigate the impacts of growth, and to support the delivery of sustainable new communities; and*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- *the need to maintain important characteristics of the city, including the Cambridge Green Belt, the River Cam corridor and the setting of the city.'*

5.9.5 Due to the scope of the proposed Development being promoted by the Order, there are a considerable number of CLP policies relevant to the development as proposed. These policies are set out below.

5.9.6 **Policy 1 (The presumption in favour of sustainable development)** explains that when considering development proposal, CCiC will take a positive approach that reflects the presumption in favour of sustainable development, as set out within the NPPF. This means that proposals which are in accordance with policies in the local plan are to be approved without delay unless material considerations indicate otherwise.

5.9.7 **Policy 4 (Green Belt)** details CCiC's position in relation to new development in the Green Belt. The policy states that *'The extent of the Cambridge Green Belt within the administrative area of Cambridge City Council is set out on the Policies Map. New development in the Green Belt will only be approved in line with Green Belt policy in the National Planning Policy Framework (2012).'*

The policy's supporting text stresses the importance of the Green Belt, highlighting it as a fundamental element that contributes to the symbiotic relationship between high quality of life, place and economic success of Cambridge (paragraph 2.51).

Table 2.4 of the CLP goes on to list purposes of the Cambridge Green Belt. These include;

- *'preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;*
- *maintain and enhance the quality of its setting;*
- *prevent communities in the environs of Cambridge from merging into one another and with the city.'*

5.9.8 **Policy 5 (Sustainable transport and infrastructure)** focuses on sustainable transport and infrastructure. The policy advises how CCiC will work together with partners *'to support the implementation of transport schemes that will improve linkages across the region and by doing so increase the use of sustainable transport modes to get to and from Cambridge.'*

Expanding on this, the policy goes on to explain that proposals *'c) promoting sustainable transport and access for all to and from major employers, education and research clusters, hospitals, schools and colleges'* will be supported in principle.

5.9.9 **Policy 8 (Setting of the City)** recognises the importance of the urban edge and sites within it. The policy identifies support for developments which; conserve and enhance the setting and character of the City, including landscape improvement proposals that strengthen or re-create the well-defined and vegetated urban edge, improve visual amenity and enhance biodiversity.

5.9.10 **Policy 14 (Areas of Major Change and Opportunity Areas – general principles)** highlights that development situated within Areas of Major Change (AOMCs) and Opportunity Areas should be of the highest quality design and incorporate the principles of sustainable design and construction.–The proposed Development is located within and adjacent to two Areas of Major Change within CCiC City

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

(M15 and R42a). The policy states that development within the AOMCs and the Opportunity Areas shall only be permitted, inter alia:

‘a. where it is in accordance with a comprehensive implementation plan for the area which has demonstrable support from all key landowners, or it is supported by evidence to demonstrate that the comprehensive and successful delivery of the development can still take place without this being secured; and

b. where the development is based on clearly articulated and justified objectives and approach through the provision of a site-wide masterplan, strategies and/or other over-arching coordination documents; and....

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

f. seek to protect existing public assets, including open space and leisure facilities. Where the loss of such assets is unavoidable, appropriate mitigation should be provided, including where applicable the replacement of assets in an alternative location, in addition to infrastructure generated by the needs of the development;

g. ensure public rights of way are protected, and enhanced where possible;

h. develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features and heritage assets; and,

i. where practicable, undertake on-site strategic landscaping to the agreed framework early in the development of the site so that this will become established as development proceeds.’

5.9.11 **Policy 17 (Cambridge Biomedical Campus (including Addenbrooke’s Hospital) Area of Major Change)** sets out to support the continuing growth and development of the CBC. The policy states that all proposals for development should:

‘(a) respect key views, especially of and from the chalk hills, create new vistas, and create an attractive landscape and building edge along the railway and landscape buffer areas of at least 20 metres along the southern boundary;

(b) maximise opportunities to improve the ‘legibility’ of the Cambridge Biomedical Campus by providing a network of cycle and pedestrian routes, high quality new public realm and open space;

(c) retain and incorporate the existing watercourses;

(d) include measures to enhance access to the Cambridge Biomedical Campus including for cyclists, pedestrians, wheelchair users and other disabled people, and mitigate the impact on the existing road network and parking in the surrounding area;

(e) include provision for the extension of existing conventional bus services, the Cambridgeshire Busway and Park and Ride services to meet the needs of the resident and working populations, including disabled people; and

(f) connect to the Addenbrooke’s Hospital energy network, where feasible and viable.’

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5.9.12 **Policy 18 (Southern Fringe Areas of Major Change)** outlines CCiC's vision for the Southern Fringe area, which comprises of Clay Farm, Trumpington Meadows, Bell School and Glebe Farm. The policy identifies the principal land use should be residential alongside complementary uses, including community, health and education facilities. The policy sets out that proposals should be in keeping with the requirements of Appendix D of the CLP in order to, inter alia:

(e) retain and enhance the strategic green corridor that extends from the Chalk Hills to Long Road along the Vicar's Brook/Hobson's Brook corridor and retain the nature and character of the two watercourses;

(f) respect key views to and from the Chalk Hills and create an attractive landscape edge along the southern boundary of the Bell School site;

(g) create a distinctive gateway to the City and high-quality urban edge as approached by road from the south and respect key views;

(h) be fully permeated by pedestrian and cycle routes (incorporating access for all), both within and between development area, improving links to the Cambridge Biomedical Campus (including Addenbrooke's Hospital);

(i) include provision for the extension of existing conventional bus services and Park and Ride services to meet the needs of all residents; and'

The supporting text associated to the policy provides further details in relation to the vision for the Southern Fringe, explaining that it is to create attractive, well-integrated, accessible and sustainable new neighbourhoods for Cambridge.

The CLP goes on to provide information on existing planning consents in the Southern Fringe Areas of Major Change.

Planning consent for Clay Farm (Site Allocation R42a), granted in 2010 comprises up to 2,250 dwellings, a primary and secondary school, open space including playing fields, a recreation area and informal open space as well as a local centre with shops, health care, library and community buildings. The outline application sets out the location and type of open space, to be retained as part of the Cambridge Green Belt. This is known locally as the 'Great Kneighton development'.

Outline planning consent was granted in 2014 for up to 347 dwellings and a 100-bed student residential accommodation at Bell School Site Allocation R42d. Paragraph 3.64 explains that 'Any further planning applications within this area will need to be in accordance with the outline consents and/or this policy. Opportunities should be taken to enhance amenity and biodiversity in the associated Green Belt land and access to this and the open countryside beyond. Key features to be taken into account include Hobson's Brook and other features important for biodiversity, existing trees, and the sensitive transition between the urban fringe and the open countryside.'

5.9.13 **Policy 28 (Carbon reduction, community energy networks, sustainable design and construction, and water use)** explains that all development should seize available opportunities to integrate the principles of sustainable design and construction into the design of their proposals. The policy states that promoters of major development should include a Sustainability Statement as part of their submission, with the statement covering the following issues; 'a. adaption to climate change, b. carbon reduction, c. water management, d. site waste management and e. use of materials.'

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

The policy goes on to set out the minimum standards of sustainable construction, carbon reduction and water efficiency, which all new developments will be required to meet, unless it can be demonstrated that such provision is not technically or economically viable. For new non-residential development commencing after 2016, the policy explains that the minimum BREEAM Level which needs to be achieved is 'Excellent'.

- 5.9.14 **Policy 29 (Renewable and Low Carbon Energy Generation)** advises that developments which include the provision of renewable and/or low carbon generation will be supported, subject to the acceptability of the developments' wider impacts.
- 5.9.15 **Policy 31 (Integrated water management and the water cycle)** details the water management and water cycle requirements which developments will need to adhere to. Amongst others, this includes requirements for green/brown roofs and surface water management.
- 5.9.16 **Policy 32 (Flood Risk)** sets out the flood risk requirements which developments will need to consider and accord with if they are to be permitted.
- 5.9.17 **Policy 33 (Contaminated land)** details the contaminated land requirements which developments will need to consider and comply with if they are to be permitted. The policy explains that where contamination is suspected or known to exist, further assessment should be undertaken and if necessary, remediation strategies and/or mitigation measures will be needed.
- 5.9.18 **Policy 34 (Light pollution control)** explains that where development proposals involve new external lighting or changes to existing lighting, they will be permitted provided they can demonstrate that;
- 'a. it is the minimum required to undertake the task, taking into account public safety and crime prevention;*
- b. upwards or intrusive light spillage is minimised;*
- c. it minimises impact to local residential amenity; and*
- d. it minimises impact to wildlife and landscape character, particularly at sites on the edge of Cambridge.'*
- 5.9.19 **Policy 35 (Protection of human health and quality of life from noise and vibration)** recognises that noise and vibration can result in adverse impacts on environmental quality, health and quality of life. The policy states that development will be permitted where it is able to demonstrate that it would not lead to significant adverse effects on *'health and quality of life/amenity from noise and vibration'*. In addition, Part b. of the policy goes on to explain that adverse noise effects/impacts can be minimised through the use of appropriate reduction and/or mitigation measures which can be secured via the use of conditions or planning obligations.
- 5.9.20 **Policy 36 (Air quality, odour and dust)** requires development to demonstrate that it will not cause *'significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air'*. The policy goes on to provide further guidance in relation to air quality, odour and dust emissions.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 5.9.21 **Policy 37 (Cambridge Airport Public Safety Zone and Air Safeguarding)** explains that certain types of development will not be permitted if it is located within the Public Safety Zone as identified within the Policies Map. The proposed Development is not situated within the Public Safety Zone.

The policy goes on to add that applications for development within Cambridge Airport's Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence. Figure 4.5: Cambridge Airport Air Safeguarding Zones of the CLP sets out the zones and the respective structure height thresholds which trigger consultation. Based on the current design of the proposed Development, it is anticipated that consultation will not be triggered. If this changes during detailed design, appropriate consultation with the operator of the airport and the Ministry of Defence will be undertaken.

- 5.9.22 **Policy 39 (Mullard Radio Astronomy Observatory, Lord's Bridge)** seeks to protect the Mullard Radio Astronomy Observatory from being adversely affected by development. The policy explains that development proposals situated within the Lord's Bridge Consultation Area, which could adversely affect the operation of the Mullard Radio Astronomy Observatory will be subject to consultation with the University of Cambridge and will only be permitted where there is no harm to the Observatory's scientific operation or where any harm can be overcome by measures secured by condition or planning obligation. The proposed Development is located within the Lord's Bridge Consultation Area 2.

- 5.9.23 **Policy 55 (Responding to context)** highlights the need for development to appropriately consider and respond to its context. The policy states that development will be supported provided it can demonstrate that it responds positively to its context and has drawn from the key characteristics of its surroundings to help create distinctive and high-quality places. The policy goes on to explain that development will;

'a. identify and respond positively to existing features of natural, historic or local importance on and close to the proposed development site;

b. be well connected to, and integrated with, the immediate locality and wider city; and

c. use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new development.'

- 5.9.24 **Policy 56 (Creating successful places)** explains that development which is designed to be attractive, high quality, accessible, inclusive and safe will be supported. The policy goes on to set out the key design requirements which development should seek to achieve, these include, but are not limited to, the following aspects;

'g. be designed to remove the threat or perceived threat of crime and improve community safety;

h. use materials, finishes and street furniture suitable to the location and context;

i. create and improve public realm, open space and landscaped areas that respond to their context and development as a whole and are designed as an integral part of the scheme;

j. embed public art as an integral part of the proposals as identified through the Council's Public Art Supplementary Planning Document; and

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

k. ensure that proposals meet the principles of inclusive design, and in particular meet the needs of disabled people, the elderly and those with young children.'

5.9.25 **Policy 57 (Designing new buildings)** provides design criteria that proposals for new buildings will need to achieve. These include:

'a. have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views;

b. are convenient, safe and accessible for all users;

c. are constructed in a sustainable manner and are easily adaptable;

d. successfully integrate functional needs such as refuse and recycling, bicycles and car parking;

e. design measures to reduce the environmental impact of the buildings, such as renewable energy systems and other rooftop plant and services, in an architecturally integrated way;....'

5.9.26 **Policy 59 (Designing landscape and the public realm)** provides guidance in relation to landscaping and public realm design considerations associated to new developments. The policy explains that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites which surround the new development.

5.9.27 **Policy 60 (Tall buildings and the skyline in Cambridge)** sets out the criteria in which proposed developments that break the existing skyline and/or are considerably taller than the surrounding built form will be considered against. Part a) of the policy explains that applicants should *'demonstrate through visual assessment or appraisal with supporting accurate visual representations, how the proposals fit within the existing landscape and townscape.'* Appendix F of the CLP defines 'tall buildings' in the context of this area of Cambridge as *'buildings of four storeys and above (assuming a flat roof with no rooftop plant and a height of 13m above ground level).'*

5.9.28 **Policy 61 (Conservation and enhancement of Cambridge's Historic environment)** seeks to ensure the conservation and enhancement of Cambridge's historic environment. The policy sets out the heritage and conservation requirements which development should adhere to protect Cambridge's historic environment.

5.9.29 **Policy 67 (Protection of open space)** seeks to protect open space land. The policy explains that *'Development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreational importance unless: a. the open space can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and b. the re-provision is located within a short walk (400m) of the original site.'*

The supporting text relating to the policy highlights the importance of open space and the contribution to the character of Cambridge that it brings. Paragraph 7.43 explains that open space is valuable in terms of supporting a range of city-wide strategies, including health and well-being, flood risk mitigation and climate change strategies.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 5.9.30 **Policy 69 (Protection of sites of biodiversity and geodiversity)** recognises the importance of protecting and minimising harm to sites of geological or biodiverse value. The policy confirms that *‘In determining any planning application affecting a site of biodiversity or geodiversity importance, development will be permitted if it will not have an adverse impact on, or lead to the loss of, part or all of a site identified on the Policies Map.’* Adding that *‘In exceptional circumstances, where the importance of the development outweighs the need to retain the site, adequate replacement habitat must be provided.’*
- 5.9.31 **Policy 70 (Protection of Priority Species and Habitats)** sets out the requirements of development in relation to the protection of priority species and habitats. The policy advises that development will be permitted where it protects and enhances species and habitats. Where development proposals harm or disturb populations and habitats, any ecological harm will need to be minimised and achievable mitigation and/or compensatory measures will need to be secured to ensure there is either no net loss or a net gain of priority habitat and local populations of priority species
- 5.9.32 **Policy 71 (Trees)** seeks to restrict development which involves the *‘felling, significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value, unless there are demonstrable public benefits accruing from the proposal which clearly outweigh the current and future amenity value of the trees.’*

The policy adds that particular consideration needs to be given to veteran or ancient trees, as defined by Natural England.

- 5.9.33 **Policy 80 (Supporting sustainable access to development)** states that development will be supported where priority of access is given to walking, cycling and public transport. The policy explains that this will be achieved by:

‘(a) ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge’s city centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development;

(b) supporting public transport, walking and cycling to, from and within a development by:

- 1. giving priority to these modes where there is conflict with cars;*
- 2. conveniently linking the development with the surrounding walking, cycling and public transport networks;*
- 3. prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;*
- 4. ensuring accessibility for those with impaired mobility; and*
- 5. safeguarding existing and proposed routes for walking, cycling, and public transport, including the Chisholm Trail, from development that would prejudice their continued use and/or development. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed developments.’*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

Paragraph 9.7 provides further context in relation to the policy and identifies that *‘Public transport, and buses in particular, have a crucial role to play in meeting Cambridge’s transport needs and embedding sustainable travel patterns from an early stage. This is particularly important for development on the City’s edge and in urban extensions, where key services and employment centres are not often within walking distance of housing.’*

The policy highlights the importance of a high-quality public transport network, which needs to be efficient, reliable and attractive. Congestion is an identified problem in Cambridge, therefore, improvement to the public transport network is vital.

- 5.9.34 **Policy 81 (Mitigating the transport impact of development)** seeks to mitigate the transport impact from developments. The policy explains that developments will only be permitted where they do not have an unacceptable transport impact and that certain proposals will need to be supported by transport assessments, a travel plan and reasonable and proportionate financial contributions/mitigation measures.
- 5.9.35 **Policy 82 (Parking management)** states that planning permission will not be granted for developments that would be contrary to the parking standards set out in Appendix L of the CLP. This includes providing no more than the car parking standards, meeting the cycle parking levels and the disabled and inclusive parking requirements.
- 5.9.36 **Policy 85 (Infrastructure delivery, planning obligations and the Community Infrastructure Levy)** highlights the importance of infrastructure in relation to growth within Cambridge and the surrounding area. The policy states that: *‘Permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the new development. Where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made so that an appropriate level of infrastructure is maintained.’*
- 5.9.37 **Appendix A (The Development plan for Cambridge)** sets out the Development plan for Cambridge following the adoption of the CLP.
- 5.9.38 **Appendix B (Proposals schedule)** provides details of the relevant Residential, Mixed use, Employment, University, and Residential Moorings sites which make up the proposal schedule for Cambridge.
- 5.9.39 **Appendix C (Designations schedule)** lists the relevant designations located within Cambridge. The designations include; Conservation Areas, SSSIs, Local nature reserves, County wildlife sites, City wildlife sites, Neighbourhood, district and local centres, Protected industrial sites, Protected open space and List of protected public houses.
- 5.9.40 **Appendix D (Southern Fringe Area Development Framework)** is based on the Southern Fringe Area Development Framework (ADF) (Ref 1.11) document which was produced by CCiC in 2006. The reference to the ADF within the CLP, reaffirms CCiC’s support for the ADF in the consideration of future

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

planning applications. As detailed within paragraph D.1: *‘The vision for the Southern Fringe is to create a distinctive new urban extension to the City to meet a range of needs for the Cambridge area, including, the expansion of clinical facilities and biomedical and biotechnology activities, and improved access to the countryside. The extension will incorporate open space to serve the residents of the new development, Cambridge City and South Cambridgeshire and opportunities will be taken to enhance amenity, biodiversity and access to the Green Belt’.*

In relation to public transport networks, the Appendix states, within paragraph D.11, that strategies for *‘public transport must be led by Cambridgeshire Country Council, in partnership with the local authorities, bus companies and developer’* and that *‘The proposed public transport strategy for the Southern Fringe aims to build upon the existing network and to extend and enhance coverage to include the development the sites.’*

Paragraph D.13 goes on to advise that *‘The aim is to ensure that there are a series of well-connected and high-quality pedestrian and cycle routes connecting to the public transport network to help make such travel modes more attractive than private car trips.’*

The Appendix outlines the importance for development within the Cambridge Southern Fringe to consider and provide additional methods of transport for vulnerable traffic users including walkers, cyclists, horse riders and carriage drivers. Stating that *‘This will enable better access to the countryside, encourage healthier lifestyles and more sustainable choices of travel between settlements and sites of interest, and ultimately help strengthen the rural economy.’*

Within paragraph D.22, the Appendix identifies that the village of Trumpington is to undergo considerable redevelopment in the coming years with the addition of approximately 3,500 homes. Further noting that the development at Addenbrooke’s Hospital will also lead to considerable growth.

5.9.41 **Appendix I (Open Space and Recreation Standards)** explains the relevant standards in relation to Open Space and Recreation. The Appendix begins by setting out the criteria used to assess open space and its environmental and/or recreational importance.

5.9.42 **Appendix J (Biodiversity)** provides guidance on making provision for biodiversity in new development.

5.9.43 **Appendix L (Car and cycle parking requirements)** sets out car and cycle parking standards in relation to a range of developments, from Dwellings (C3 use class) to Retail, culture, leisure and sports uses. Standards are also provided for parking for disabled people and those with mobility difficulties.

5.10 South Cambridgeshire Local Plan (2018)

5.10.1 The adopted South Cambridgeshire Local Plan (SCLP) (2018) covers the period 2011 to 2031 (Ref 1.12). South Cambridgeshire is a relatively rural district surrounding the City of Cambridge, however, as Paragraph 1.3 explains *‘South Cambridgeshire is consistently recognised as one of the top places to live and work in the country due to our thriving economy and quality of life. Our successful local economy is important on a national stage and South Cambridgeshire is one of the fastest growing areas in the country.’*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5.10.2 The SCLP forms part of the statutory development plan and sets out strategic planning policies for SCDC against which all development proposals are to be assessed. Relevant policies are as follows.

5.10.3 **Policy S/2 (Objectives of the Local Plan)** explains how the vision for the district, which is presented in Policy S/1 (Vision), will be secured and achieved through 6 key objectives. The objectives are set out below:

'a. To support economic growth by supporting South Cambridgeshire's position as a world leader in research and technology based industries, research, and education; and supporting the rural economy.

b. To protect the character of South Cambridgeshire, including its built and natural heritage, as well as protecting the Cambridge Green Belt. New development should enhance the area, and protect and enhance biodiversity.

c. To provide land for housing in sustainable locations that meets local needs and aspirations, and gives choice about type, size, tenure and cost.

d. To deliver new developments that are high quality and well-designed with distinctive character that reflects their location, and which responds robustly to the challenges of climate change.

e. To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.

f. To maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.'

5.10.4 **Policy S/3 (Presumption in Favour of Sustainable Development)** advises that in accordance with the NPPF, when considering development proposals, SCDC will take a positive approach that reflects the presumption in favour of sustainable development.

The policy expands on this by explaining that SCDC will *'always work proactively with applicants jointly to find solutions which mean that proposals that accord with the Local Plan and Neighbourhood Plans can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area unless material considerations indicate otherwise.'*

Where there are no policies relevant to the proposed application or when relevant policies are out of date at the time of making the decision, SCDC will grant permission unless material considerations indicate otherwise.

5.10.5 **Policy S/4 (Cambridge Green Belt)** explains how a Green Belt will be maintained around Cambridge and that this will define the extent of the urban boundary. The policy confirms that new development in the Green Belt will only be approved in accordance with Green Belt policy as set out within the NPPF.

5.10.6 **Policy CC/1 (Mitigation and Adaptation to Climate Change)** states that proposed developments will only be granted planning permission where they demonstrate and embed the principles of climate change mitigation and adaptation into the development. The policy adds that Sustainability Statements, which provide a level of information proportionate to the scale and nature of the proposed development, will need to be submitted to show how these principles have been embedded.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 5.10.7 **Policy CC/4 (Water Efficiency)** advises that proposals for non-residential development need to be accompanied by a water conservation strategy that *‘demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.’*
- 5.10.8 **Policy CC/6 (Construction Methods)** provides details relating to the construction method requirements for development proposals. The policy advises states that *‘Applicants must submit supporting documents with any planning application to demonstrate how their development will comply with this policy; this should include a Construction Environmental Management Plan (CEMP) or similar document and may include registration with the Considerate Constructors Scheme.’*
- 5.10.9 **Policy CC/7 (Water Quality)** seeks to protect and enhance water quality. The policy sets out clear requirements that all developments must demonstrate to ensure the protection of water quality.
- 5.10.10 **Policy CC/8 (Sustainable Drainage Systems)** recognises the need for development proposals to incorporate appropriate sustainable surface water drainage systems (SuDS) and advises that these SuDS must be appropriate to the nature of the site.
- 5.10.11 **Policy CC/9 (Managing Flood Risk)** seeks to minimise flood risk by only permitting development where it complies with the requirements as set out within the policy. This covers requirements including, but not limited to, Flood Risk Assessments (FRA) and the discharging of water.
- 5.10.12 **Policy HQ/1 (Design Principles)** explains that SCDC requires all new development to be of a high-quality design, which follows a clear vision in terms of how the proposal will make a positive contribution to its local and wider context. The policy goes on to outline the key design principles which developments need to consider. These principles range from the conservation or enhancement of important natural and historic assets, to the provision of safe and convenient access for all users and abilities to public buildings and spaces.
- 5.10.13 **Policy HQ/2 (Public Art and New Development)** advises that SCDC will encourage the provision or commissioning of public art that is integrated into the design of development as a means of enhancing the quality of development proposals. Where public art is provided it must include the local community, possibly community-led and have regard to the context of the site and/or local aspirations.
- 5.10.14 **Policy NH/2 (Protecting and Enhancing Landscape Character)** seeks to protect and enhance the local character and distinctiveness of the local landscape within SCDC. The policy states that *‘Development will only be permitted where it respects and retains, or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which is it located.’*
- 5.10.15 **Policy NH/3 (Protecting Agricultural Land)** explains that development proposals that would lead to the irreversible loss of Grades 1, 2 or 3a agricultural land, will not be permitted unless:
- ‘a. Land is allocated for development in the Local Plan;*
- b. Sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land.’*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5.10.16 **Policy NH/4 (Biodiversity)** highlights SCDC's commitment to the protection and enhancement of biodiversity. The policy sets out clear biodiversity related considerations and requirements that development proposals must comply with.

5.10.17 **Policy NH/6 (Green Infrastructure)** advises that SCDC will aim to conserve and enhance green infrastructure within the district and that *'Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably and substantially outweigh any adverse impacts on the district's green infrastructure network.'*

The policy goes on to explain that *'All new developments will be required to contribute towards the enhancement of the green infrastructure network within the district. These contributions will include the establishment, enhancement and the on-going management costs.'*

5.10.18 **Policy NH/8 (Mitigating the Impact of Development In and Adjoining the Green Belt)** seeks to protect the Green Belt from the impacts of development. The policy states that:

'1. Any development proposals within the Green Belt must be located and designed so that they do not have an adverse effect on the rural character and openness of the Green Belt.

2. Where development is permitted, landscaping conditions, together with a requirement that any planting is adequately maintained, will be attached to any planning permission in order to ensure that the impact on the Green Belt is mitigated.

3. Development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality.'

5.10.19 **Policy NH/13 (Important Countryside Frontage)** defines Important Countryside Frontages as land with strong countryside character which either: *'a. Penetrates or sweeps into the built-up area providing a significant connection between the street scene and the surrounding rural area; or b. Provides an important rural break between two nearby but detached parts of a development framework.'* The policy goes on to explain that development proposals which would compromise these purposes will be refused.

5.10.20 **Policy NH/14 (Heritage Assets)** recognises the importance attached to conserving and enhancing heritage assets. The policy advises that development proposals will be supported if they sustain and enhance the character of the environment and are in accordance with the NPPF.

5.10.21 **Policy E/2 (Cambridge Biomedical Campus Extension)** seeks to support the extension of the CBC subject to development proposals meeting the criteria as set out within the policy. The supporting text relating to the policy highlights the international importance of the CBC for research and healthcare education, explaining the nationally significant role the centre plays in providing high quality local and regional healthcare services. Paragraph 8.23 recognises that Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014), identifies the need to investigate the case for a new railway station in this area to serve the CBC and southern Cambridge. The policy additionally states that the layout of the CBC should allow for such provision.

5.10.22 **Policy SC/1 (Allocation for Open Space)** identifies sites to meet local need for open space. Site allocation SC/1 (2e) identifies land south of Granham's Road, Great Shelford as a new site for open

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

space. The 4.8 ha area is highlighted as being only suitable for informal recreation uses due to its character and parkland setting.

- 5.10.23 **Policy SC/9 (Lighting Proposals)** explains that development proposals which include the provision of new external lighting will only be permitted, if they can demonstrate that:

'a. The proposed lighting scheme and levels are the minimum required for reasons of public safety, crime prevention / security, and living, working and recreational purposes;

b. Light spillage and glare are minimised;

c. There is no unacceptable adverse impact on the local amenity of neighbouring or nearby properties, or on the surrounding countryside;

d. There is no dazzling or distraction to road users including cyclists, equestrians and pedestrians;

e. Road and footway lighting meets the County Council's adopted standards.'

- 5.10.24 **Policy SC/10 (Noise Pollution)** sets out the requirements of development in relation to noise pollution. The policy advises that planning applications will not be approved for development which;

'a. Has an unacceptable adverse impact on the indoor and outdoor acoustic environment of existing or planned development;

b. Has an unacceptable adverse impact on countryside areas of tranquillity which are important for wildlife and countryside recreation;

c. Would be subject to unacceptable noise levels from existing noise sources, both ambient levels and having regard to noise characteristics such as impulses whether irregular or tonal.'

- 5.10.25 **Policy SC/11 (Contaminated Land)** explains that where development is proposed on contaminated land or land suspected of being impacted by contaminants, SCDC will necessitate developers to include an assessment of the extent of contamination and any possible risks. The policy adds that development proposals will only be approved where land is, or can be made, suitable for the respective proposed use.

- 5.10.26 **Policy SC/12 (Air Quality)** sets out the air quality requirements which development proposals will need to adhere to if they are to be permitted by SCDC. The policy cites that applicants will need to demonstrate that their development proposal will not lead to significant adverse effects on health, the environment or amenity from emissions to air. Furthermore, development proposals must promote sustainable transport measures and use of low emission vehicles in order to reduce the air quality impact of vehicles.

- 5.10.27 **Policy TI/2 (Planning for Sustainable Travel)** highlights the SCLP's aim to reduce the need to travel by car while promoting sustainable travel. Part 2 of the policy advises that *'Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport'*.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 5.10.28 **Policy TI/6 (Cambridge Airport Public Safety Zone)** advises that within the Cambridge Airport Public Safety Zone, there is a general presumption against new development or changes of use. Figure 12: Cambridge Airport Safeguarding Zones of the SCLP sets out the zones and the respective structure height thresholds which trigger consultation with the operator of the airport and the Ministry of Defence. Based on the current design of the proposed Development, it is anticipated that the consultation will not be triggered. If this changes during detailed design, appropriate consultation with the operator of the airport and the Ministry of Defence will be undertaken.
- 5.10.29 **Policy TI/7 (Lord's Bridge Radio Telescope)** aims to ensure that the operation of the Mullard Radio Astronomy Observatory is protected from development. Part 3 of the policy states that *'Within the 'Lords Bridge Consultation Area 2' (defined on the Policies Map), development proposals for telecommunications and microwave operations that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, and account will be taken of the risk of interference to the equipment being used at the Observatory. Planning permission will be refused where interference would be caused that could not be overcome by conditions or by the use of planning obligations.'* The proposed Development is located within the Lord's Bridge Consultation Area 2.

5.11 Cambridgeshire and Peterborough Local Transport Plan (2020)

- 5.11.1 The Cambridgeshire and Peterborough Combined Authority published CPLTP in January 2020. The vision of the plan is *'To deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all'*.
- 5.11.2 The CPLTP supports the delivery of the proposed new Cambridge South station and explains the significant benefits that the station would have in improving access and connectivity within the local area and beyond. For instance, paragraph 2.42 states that *'Rail usage has risen considerably over the Combined Authority area and continues to increase; therefore, we will promote a range of schemes to help encourage, maintain and accommodate this trend. For example, there are a number of new railway stations being proposed for the region, including Soham station that would reintegrate the town with the national rail network. In addition, Cambridge South station will significantly improve access to the Cambridge Biomedical Campus from the region and beyond.'*
- 5.11.3 Paragraph 3.66 expands on the benefits of the new station, explaining that *'Cambridge South station will support development at the Cambridge Biomedical Campus, expected to generate over 30,000 additional journeys by 2031, and relieve congestion in and around the campus by providing greater sustainable transport options. Commuting into Cambridge by rail will become a more attractive option, allowing residents to switch from car and improving access to skilled labour for our dynamic, productive firms.'*
- 5.11.4 Section 4 (Our Policies) presents the policies which are designed to support the delivery of the transport schemes which are identified within the CPLTP.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5.12 Transport Strategy for Cambridge and South Cambridgeshire (2014)

5.12.1 The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) (Ref 1.13), which was adopted by CCoC on 4 March 2014, seeks to ensure that local councils plan collaboratively for sustainable growth and continued economic prosperity in the area.

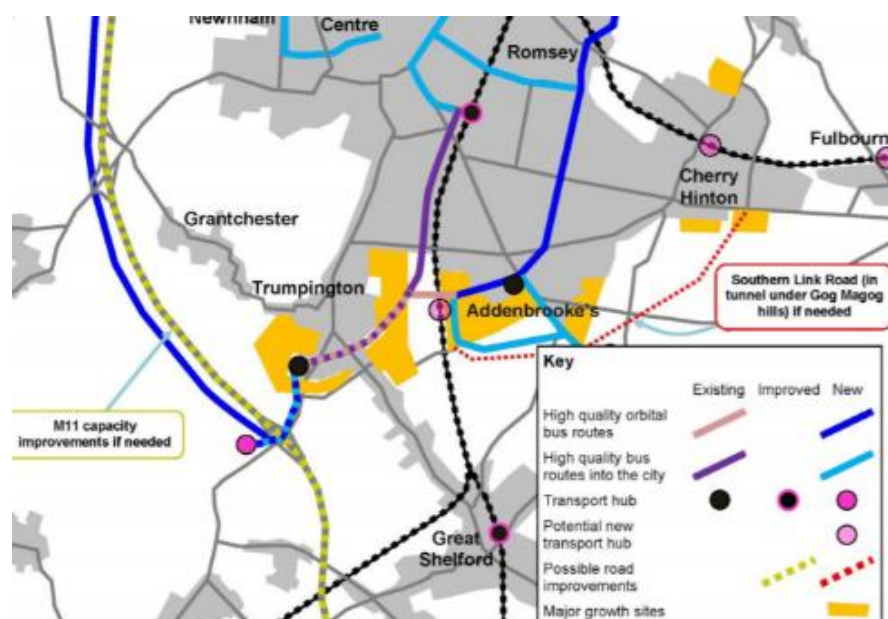
5.12.2 The TSCSC provides a detailed policy framework and high-level programme of major transport schemes within the area across various timescales. The Strategy highlights the focus on increasing sustainable transport capacity, in particular connecting residents with the key economic hubs and enabling accessibility to services.

5.12.3 The need for a new station to serve the CBC is recognised within the TSCSC, which explains that:

'In the city, passenger transport, walking and cycling will be the priority. A new station and transport interchange will be provided at Cambridge Science Park, allowing much better penetration into the north of the city by passenger transport. In the longer term, three new rail stations may be provided on the outskirts of the city at Addenbrooke's (to serve the Cambridge Biomedical Campus) Cherry Hinton and Fulbourn to provide new gateways into the city.'

5.12.4 Figure 5.2. (List of interventions in Cambridge) of the TSCSC also lists the 'Consideration of a new railway station at Addenbrooke's' as a medium to long term intervention to provide interchange and service improvements. Figure 5 of this statement presents an extract from Figure 5.3. (Major interventions in Cambridge) of the TSCSC. The extract shows the possible location, adjacent to the CBC and south of the Guided Busway, of the possible new railway station. This is the approximate location of the new Cambridge South station which is being proposed as part of the Order.

Figure 5: Extract from TSCSC: Figure 5.3 Major interventions in Cambridge



The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 5.12.5 Figure 5.6. (List of interventions on the Newmarket to Cambridge), Figure 5.4. (List of interventions on the Ely and Waterbeach to Cambridge corridor), Figure 5.10. (List of interventions on the Saffron Walden to Cambridge corridor) and Figure 5.12. (List of interventions on the Royston to Cambridge corridor) of the TSCSC also reference the ‘Consideration of a new railway station at Addenbrooke’s’ as a medium to long term intervention.

5.13 Cambridge Southern Fringe Area Action Plan (2008)

- 5.13.1 The Cambridge Southern Fringe Area Action Plan was adopted in 2008 and sets out the planning policies to guide development on the southern edge of Cambridge at Trumpington Meadows (Ref 1.14). The SCLP includes the area action plan as part of the statutory development plan for South Cambridgeshire.

- 5.13.2 **Policy CSF/5 (Countryside Enhancement Strategy)** recognises the scale of development arising in the Cambridge Southern Fringe area and outlines measures to mitigate the impact of development upon the countryside. The policy states that:

‘A Countryside Enhancement Strategy will be prepared for the area bounded by the Cambridge City boundary, Babraham Road, Haverhill Road, and the edge of the built-up area of Great Shelford and Stapleford. The Strategy will comprise:

f. New copses on suitable knolls, hilltops and scarp tops.

g. Management and creation of chalk grassland.

h. Management of existing shelter belts.

i. New mixed woodland and shelter belts.

j. Creation of a landscape corridor along Hobson’s Brook.

k. Reinforcement and planting of new hedgerows.

l. Roadside planting.

m. New footpaths, cyclepaths and bridleways creating routes through the area and linking to Wandlebury Country Park / The Magog Down.’

- 5.13.3 In relation to the ‘Shelford Road / Cambridge Road to Babraham Road’ area, paragraph C3.6 explains that *‘The landscape is dominated by the major complex of buildings at Addenbrooke’s Hospital where further major development is proposed for Papworth Hospital and a Bio-Medical campus. The District Council expects that development at the Addenbrooke’s Hospital site will therefore contribute to these networks through the extensive off-site landscape mitigation measures that will be required for the new hospital and research buildings.’*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

5.14 Sustainable Design and Construction SPD (2020)

The Greater Cambridgeshire Sustainable Design and Construction SPD seeks to accompany existing local plan policies and sets further guidance and standards (Ref 1.15). The SPD, which was adopted by SCDC and CCiC in January 2020, provides detailed guidance on a range of sustainability topics, including water efficiency, climate change adaptation, pollution and construction standards (BREEAM).

5.15 Cambridgeshire Flood and Water SPD (2018)

5.15.1 The Cambridgeshire Flood and Water SPD was prepared by CCoC County Council (LLFA) in conjunction with the LPA's within Cambridgeshire and other relevant stakeholders (Ref 1.16). The SPD, which was re-adopted by SCDC and CCiC in November 2018, provides guidance for developers on how to manage flood risk and the water environment as part of new development proposals.

5.15.2 The SPD is a material consideration when considering planning applications and seeks to expand on and be consistent with existing local plan policies.

5.15.3 Chapter 5 (Managing and mitigating risk) of the SPD provides guidance on how to manage risk through site design to ensure that developments will be safe from flooding. In relations to FRA, the chapter explains that *'Site specific Flood Risk Assessments must detail how a site will be made safe.'*

5.15.4 Chapter 6 (Surface water and sustainable drainage systems) sets out key principles in relation to the design and delivery of SuDS.

5.16 Public Art SPD (2010)

5.16.1 CCiC adopted the Public Art SPD in January 2010 (Ref 1.17). Paragraph 2.2 explains that the *'SPD aims to guide the City Council in creating and providing public art in Cambridge by setting out clear objectives on public art, a clarification of policies, and the means of implementation'*.

5.16.2 The SPD goes on to set out the strategic objectives and spatial strategy for public art within Cambridge.

5.17 Cambridge Inner Green Belt Boundary Study (2015)

5.17.1 The 'Cambridge Inner Green Belt Boundary Study', November 2015 (CIGBBS), was undertaken by LDA Design for CCiC and SCDC. The study considers the importance of each parcel of land within CCiC and SCDC to the Green Belt. Sectors of land within the Green Belt of relevance to the proposed Development:

Sector 9 Hobson's Brook Corridor. Sector 9 encompasses the green corridor that extends north along the western side of the Cambridge-London railway line. Hobson's Brook is designated as a City Wildlife Site.

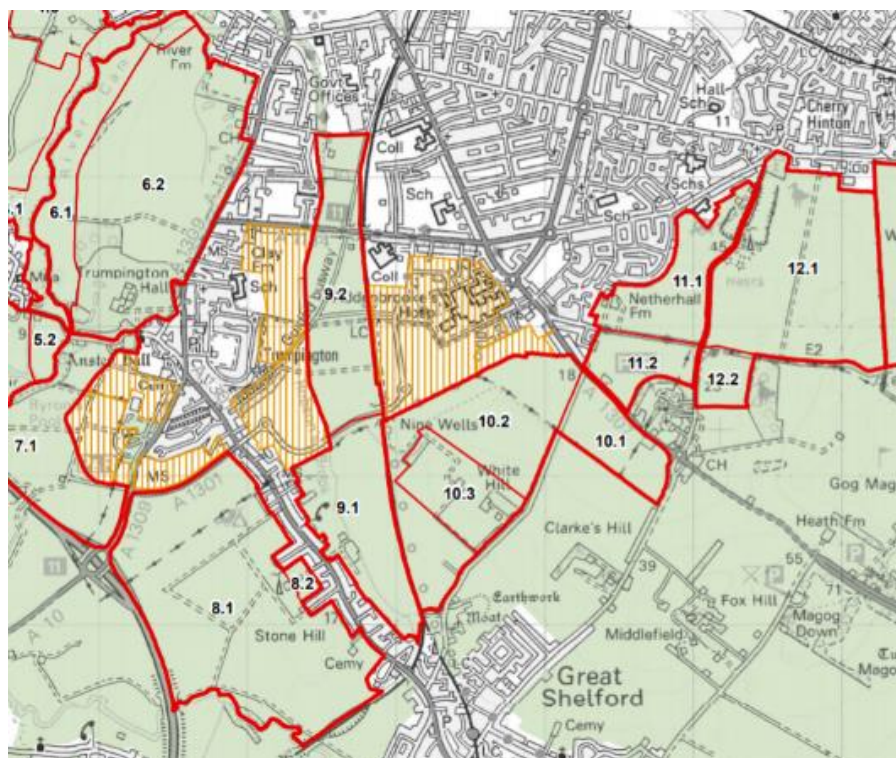
This sector is identified as a key site of importance to the Green Belt, preventing urban sprawl and maintaining separation between the edge of the City and Great Shelford.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

Sector 10 South of Addenbrooke's. Sector 10 comprises the area south of Cambridge, between the City and Great Shelford. Addenbrooke's Hospital forms the northern boundary, with the railway line forming the western boundary and the site extending to the Gog Magog Hills. The site includes Nine Wells Local Nature Reserve and provides a key role in the setting of South Cambridge.

Figure 6: Extract from CIGBBS: Figure 2 Assessment Sectors and Sub Areas



5.18 Cambridgeshire and Peterborough Combined Authority: Business Plan 2019-2020 / 2020-2021 / 2021-2022

- 5.18.1 The Cambridgeshire and Peterborough Combined Authority has published three business plans, in 2019-2020, 2020-2021 and 2021-2022 (Ref 1.18). Whilst the respective business plans do not contain planning policy, each plan refers to the delivery of a new Cambridge South station.
- 5.18.2 Cambridge South Station is referenced within the 'Key Project Commitments for Delivery 2021/22' section of the 2021-2022 business plan. The plan states that *'During 2021/22, the Combined Authority will continue to engage with Network Rail and the DfT in the development of a new railway station adjacent to the Cambridge Biomedical Campus'*.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

6. PLANNING CONSIDERATIONS

6.1.1 In this section, the relevant planning considerations for the proposed Development are examined and considered against the relevant planning and transport policies set out in Section 5.

6.1.2 With the exception of Principle of the proposed Development, Green Belt, Design, Public Open Space, Lighting and Public Art, the below headings relate to individual chapters of the ES. Each ES chapter provides a detailed assessment of the impact of the proposed Development in relation to the respective environmental topics. This section of the planning statement provides a high-level summary of each ES chapter to a level appropriate to assess performance against planning policy objectives. Therefore, reference should be made to the ES for detailed content on each environmental topic.

- Principle of the proposed Development
- Green Belt
- Design
- Public Open Space
- Lighting
- Public Art
- Acoustics Assessment – Part 1 Noise and Part 2 Vibration
- Air Quality
- Climate Change Adaptation
- Climate Change Green House Gases
- Biodiversity
- Cultural Heritage
- Ground Conditions and Contamination
- Landscape and Visual Impact
- Materials and Waste
- Population and Health
- Social Economics
- Transport Assessment
- Water Resources and Flood Risk

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

6.2 Principle of the proposed Development

- 6.2.1 The principle of the proposed Development is considered to be supported at national and local level. The proposed Development will make a valuable contribution to achieving objectives and visions set out within national and local planning policies. The proposed Development will deliver a highly sustainable development which will create a new railway station and improve the local railway infrastructure. This will provide economic, social and environmental benefits to the local area and wider Cambridgeshire region. The proposed Development will support sustainable transport aspirations through encouraging a modal shift from private car to sustainable transport modes.
- 6.2.2 The need for the proposed Development and the benefits it will provide are summarised with Section 2 of this statement, with further details contained within other documents which form part of the TWAO application, including the Statement of Aims document.
- 6.2.3 The NPPF, NPS and national transport policy recognise the importance of sustainable development and transport.
- 6.2.4 Chapter 2 (Achieving sustainable development) of the NPPF advises that the *‘purpose of the planning system is to contribute to the achievement of sustainable development.’* Paragraph 10 reinforces this and explains that *‘at the heart of the Framework is a presumption in favour of sustainable development’*.
- 6.2.5 Chapter 9 (Promoting sustainable transport) provides policy and guidance in relation to the promotion of sustainable transport with paragraph 108 explaining that when assessing applications, it should be ensured that *‘a) appropriate opportunities to promote sustainable transport modes can be – or have been – take up.’*
- 6.2.6 The principle of the proposed Development is also supported within the CPLTP and TSCSC local transport documents. As detailed in Section 5 of this statement, both documents support the introduction of a new railway station adjacent to the CBC. Paragraph 3.66 of the CPLTP states that *‘Cambridge South station will support development at the Cambridge Biomedical Campus, expected to generate over 30,000 additional journeys by 2031, and relieve congestion in and around the campus by providing greater sustainable transport options.’*
- 6.2.7 The track enhancements and associated works which form part of the proposed Development will also improve the railway infrastructure within the local area.
- 6.2.8 Whilst the provision of a new station at Cambridge South is not specifically referenced within CLP or SCLP, both policy documents recognise the importance of sustainable development and are supportive, in principle, of improvements to public transport infrastructure. The inclusive access and greater connectivity provided by the proposed Development is consistent with local policy and the policy objectives for the CBC and Southern Fringe area. The proposed Development is considered to be in accordance with CLP policies 1, 17, 18, 80 and SCLP policies S/2, E/2, S/3 and TI/2.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

6.3 Green Belt

- 6.3.1 Given the nature of the proposed Development and the proximity of the existing railway to the Green Belt, parts of the proposed Development will be located within the designation.
- 6.3.2 Chapter 13 (Protecting Green Belt Land) of the NPPF highlights the importance of Green Belts and explains, within paragraph 133, that the fundamental aim of Green Belt policy is *‘to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.’*
- 6.3.3 Paragraph 134 sets out the five purposes of the Green Belt, these are: *‘a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; c) to assist in safeguarding the countryside from encroachment; d) to preserve the setting and special character of historic towns; and e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.’*
- 6.3.4 The NPPF gives clear guidance on development proposals affecting the Green Belt, advising that inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances.
- 6.3.5 Paragraph 146 explains that certain other forms of development are *‘not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.’* The paragraph goes on to list these other forms of development and includes, within Part c), *‘local transport infrastructure which can demonstrate a requirement for a Green Belt location’.*
- 6.3.6 The proposed Development is considered to be local transport infrastructure. The Development will provide a new station which will support the growth of the local area, specifically Cambridge’s Southern Fringe Area and the CBC. The objectives of the proposed Development seek to provide a number of local benefits, including the improvement of sustainable transport access to housing, services, and employment within the Cambridge Southern Fringe and CBC area.
- 6.3.7 Further to this, the proposed Development is considered to be key railway infrastructure which supports Government policy on sustainable transport, supporting reductions in greenhouse gas emission, reducing congestion and delivering economic benefits. Therefore, the proposal is also considered to constitute the very special circumstances to permit the development in the Green Belt.
- 6.3.8 As part of the TWAO and request for deemed planning, a comprehensive assessment of the proposed Development’s effect upon the Cambridge Green Belt has been undertaken. The methodology and findings of the assessment are presented within the ‘Cambridge South Station: Consideration of Green Belt Issues’ report.
- 6.3.9 The CIGBBS (2015) has been used in the preparation of the report in terms of an initial understanding of the qualities of the Green Belt and as a basis for the report’s methodology.
- 6.3.10 After setting out the relevant context and methodology, the report considers and assesses the degree of conflict that may occur to the purposes of the Green Belt and its openness as a result of the proposed Development.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

6.3.11 In relation to the works located within ‘Sector 9: Hobson’s Brook Corridor’, the report summarises within paragraph 7.2.19 and 7.4.10 that:

‘(Paragraph 7.2.19) It is considered, therefore, that on balance, the overall development in sub-area 9.1 would have a negligible conflict, and the development in sub-area 9.2 would have a minor conflict with the local and national GB purposes.’

‘(Paragraph 7.4.10) Therefore, whilst the proposed station and its associated infrastructure would reduce the degree of openness by virtue of the fact that there is no built form in this location presently, the degree of reduction on the sub-area as a whole would be minor.’

6.3.12 In relation to the works located within ‘Sector 10: South of Addenbrooke’s’, the report summarises within paragraph 7.5.7 and 7.5.13 that:

‘(7.5.7) It is considered, therefore, that on balance, there would be no fundamental conflict with the local and national GB purposes from the development in this sector.’

‘(7.5.13) It is considered, therefore, that on balance, there would be no reduction in the openness of the GB in this sub-area.’

6.3.13 The resultant overall degree of harm to the Green Belt sub-areas 9.1, 9.2 and 10.2 is summarised within ‘Table 5’ of the report. Table 5 identifies that the degree of harm to sub areas 9.1 and 10.2 will be Negligible and Negligible / None respectively. Whilst there will be some minor conflicts within sub area 9.2 in terms of the Green Belt purposes and openness, the degree of harm would be Minor, with Table 5 stating that; *‘Minor alteration to key elements, features, qualities or characteristics relevant to GB openness or purposes, such that post development the baseline would be largely unchanged despite discernible differences.’*

6.3.14 Following on from the findings presented within Table 5, paragraph 8.1.2 confirms that the proposed introduction of the Cambridge South station within the Green Belt would:

- *‘be relatively small in physical extent compared to the size of the GB sub-areas that the development’s components are located in;*
- *be experienced over a short distance relative to the overall approach into the city through this part of the GB;*
- *not compete with, or conflict in terms of intervisibility, setting, or importance with the historic core that the GB seeks to protect;*
- *be well related to its location within the GB – being associated with the existing railway and by being a necessary part of the neighbourhood around it that have been identified in the CIGBBS;*
- *prevent the sense of ‘sprawl’ through the GB by purposefully positioning built form in areas of existing confinement, and by bolstered these with additional new site appropriate planting;*
- *help retain the rural setting of the GB at the city’s edge by positioning the station and its associated infrastructure at a point where there is limited intervisibility between the two;*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- *maintains the intrinsic openness of the valued GB green corridor between the city's edge and the historic core;*
- *bring about less traffic on Nine Wells Bridge as a result of people using the station to access the CBC rather than cars and taxis;*
- *retain the critical separation between Cambridge and its surrounding necklace of villages within the GB;*
- *strengthen and enhancing the setting of and mosaic of habitats along Hobson's Brook; and*
- *help create a softer, green edge to the city when viewed from the southern areas of the GB.'*

- 6.3.15 The DfT's SOBC and OBC provide the relevant context in terms of the case for the proposed Development and justify the need for its location adjacent to the CBC. A fundamental objective of the project, as presented within these respective documents, is to improve access to the CBC and therefore, given the location of the existing railway infrastructure, the location of the new station is required to be situated along the railway line between Addenbrooke's Bridge and Nine Wells Bridge.
- 6.3.16 Chapter 3 (Development Need and Consideration of Alternatives) of the ES, provides a detailed explanation on the need for the proposed Development and the consideration of alternatives. The chapter shows how the consideration of feasible alternatives formed a significant part of the process of proposed Developments evolution and summarises the robust option selection process that has been undertaken. In connection with phases of the option selection process, the project undertook consultation with key stakeholders and the local community in relation to the preferred location of the new station. Further information on the public/stakeholder consultation can be viewed within the 'Consultation Report' which accompanies the TWAO submission.
- 6.3.17 Paragraph 3.2.85 of the ES, explains that in conclusion of the option selection process, the *'project identified that a northern station location with vehicular access from Francis Crick Avenue provides the best solution for a Cambridge South station. Additional infrastructure is required to ensure that there are no service disbenefit for passengers resulting from the new station. These works are in the form of a new higher speed extended double junction at Shepreth Branch Junction along with a new crossover immediately south of Cambridge Station at Hills Road.'*
- 6.3.18 The design of the proposed Development has been heavily influenced by its Green Belt location. The design has sought to minimise land take within the Green Belt. For instance, the station's main forecourt, which will provide access for motorised vehicles, drop off areas and disabled parking spaces, is situated to the eastern side of the railway, not within the Green Belt.
- 6.3.19 Green Belt related design considerations are highlighted throughout the DAS and Cambridge South Design Principles documents which explain how the design proposals have and will continue to respond to the Green Belt in a sensitive and contextual manner. Paragraph 3.3.1 of the DAS states that *'One of the key challenges in developing the design vision is the need to recognise, respect and respond appropriately to the existing context whilst developing a well designed station that meets the future growth needs at CBC and in the wider Southern Fringe whilst integrating well into the Green Belt and wider landscape setting.'*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 6.3.20 As demonstrated above, the proposed Development will provide local transport infrastructure, which will not cause adverse harm to the openness or purposes of the Green Belt. The justification for the Development's location within the Green Belt is driven by the objectives of the SOBC, OBC, location of the existing railway infrastructure and CBC, and has been carefully selected following an option selection process and public/stakeholder consultation.
- 6.3.21 The proposed Development is therefore considered to accord with the relevant Green Belt policies and guidance set out within the NPPF, NPPG and local planning policies (S/4, NH/8 (SCLP) and policy 4 (CLP)) and should be seen as appropriate development within the Green Belt.

6.4 Design

- 6.4.1 The importance of good quality design is recognised throughout national and local planning policy. NPPF Chapter 12 (achieving well-designed places), paragraph 124 advises that *'The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.'* The paragraph goes on to describe the crucial role good design can play in regard to sustainable development.
- 6.4.2 At local level, a number of policies, including policies 55, 56, 57 and 59 of the CLP and policy HQ/1 of the SCLP, promote high quality design and set out design related principles by which development proposals will be judged. For instance, policy 55 explains how developments will need to demonstrate that they respond positively to their context and policy 56 states that *'Development that is designed to be attractive, high quality, accessible, inclusive and safe will be supported.'*
- 6.4.3 The DAS, which is included as part of this submission, explains the evolutionary process of the proposed Development's design and how consultation has informed the proposals. It demonstrates how the Development's design process has considered relevant design policy and guidance and how the proposed Development will be consistent with national and local policy.
- 6.4.4 Paragraph 7.6.1 of the DAS describes the vision for the station, advising that *'The vision for the Station is that it should form a contemporary, inclusive and functional quality packaged within a suitably scaled architectural envelop that is sustainable throughout its life.'*
- 6.4.5 The DAS sets out design principles for the key elements of the proposed Development's built form. The Cambridge South Design Principles document builds upon these principles and sets out further details. One of the purposes of the document is to provide assurance and confidence to stakeholders that the future station will be of a suitable design.
- 6.4.6 Submissions to discharge the relevant station building design and landscaping conditions will require a Design Compliance Statement to demonstrate how those proposals comply with the Cambridge South Design Principles document.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

6.5 Public Open Space

- 6.5.1 An assessment of the impacts to public open space (POS) associated with the construction and operation of the proposed Development is provided within the Public Open Space Assessment which has been prepared in support of the TWAO and request for deemed planning permission. This also assesses the requirement for replacement POS to be provided in exchange for the POS that will be acquired for the proposed Development ('the exchange land assessment').
- 6.5.2 For the purposes of the exchange land assessment POS is defined as, '*land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground*'. This is the statutory definition contained in the Acquisition of Land Act 1981. In addition, the NPPF defines open space in 'Annex 2: Glossary' as, '*All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.*' As such for the purpose of the exchange land assessment, it does not matter whether the POS has been designated and protected by the LPA within the relevant Local Plan or not.
- 6.5.3 The assessment explains that in total, two areas of POS have been identified within the site boundary that may be impacted during the construction and/or operational phases of the proposed Development.
- 6.5.4 The first area is Hobson's Park and the second is the grounds surrounding the Long Road Sixth Form College. The assessment provides details in relation to the temporary and permanent impact of the proposed Development on these areas of POS.
- 6.5.5 In relation to the impact during construction, the assessment recognises that '*Temporary significant adverse effects during construction are anticipated on both areas of POS in relation to recreational and visual amenity. However, as these effects are temporary, it is not anticipated that there will be any long-term significant adverse effects as a result of the construction of the proposed Development.*'
- 6.5.6 The proposed Development would also result in the permanent loss of circa 20,742m² of POS: 20,439m² within Hobson's Park and 303m² POS within the grounds of Long Road Sixth Form College.
- 6.5.7 In compensation for this, 20,840m² of exchange land has been identified, which can be used to provide replacement POS. The assessment explains that once the replacement POS has been provided '*there will be no significant long-term residual effects on open space provision*' and that '*There will therefore be a net gain in POS once the proposed Development becomes operational.*'
- 6.5.8 The location for the proposed replacement POS, EL4 (Agricultural land to the south of Addenbrooke's Road and south-west of Hobson's Brook) has been chosen following an assessment of four potential areas. Further information in relation to the assessment of potential areas of exchange land is provided within the Public Open Space Assessment.
- 6.5.9 Network Rail will enter into discussions with relevant landowners in relation to the proposed areas of POS and replacement POS in order to confirm the precise land-take needed to ensure that the replacement POS is at least equal in area to the POS being taken permanently for the proposed Development.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 6.5.10 In accordance with CLP policy 67, part a), landscaping works will be undertaken to the proposed replacement POS that will ensure it is of an equal or better standard compared to the area of POS land that will be lost. The approval by the LPA of a landscaping design covering the proposed replacement POS is a requirement of a planning condition which forms part of this request for deemed planning permission.
- 6.5.11 Furthermore, in relation to CLP policy, part b), the proposed replacement POS will be located adjacent to the existing area of POS within Hobson's Park and will be within a 400 metre walk from parts of the POS to be permanently acquired for the proposed Development.
- 6.5.12 Based on the proposed provision of replacement POS, the proposed Development is considered to comply with paragraph 97 (b) of the NPPF, CLP policy 67 and SCLP policies SC/1 and SC/7.

6.6 Lighting

- 6.6.1 Due to the nature of the proposed Development and its location adjacent to and partly within Hobson's Park, the use of external artificial lighting forms a key design consideration.
- 6.6.2 As well as the need to light the main access routes to the station for all users, a lighting and emergency lighting installation will need to be provided throughout the new station platforms, canopies, entrance area, secondary escape bridge and main footbridge. This is essential for user and staff safety and security.
- 6.6.3 It is recognised, however, that external lighting and lighting from within the proposed station buildings and structures may have an adverse effect upon local landscape character and the visual amenity of users of Hobson's Park and the surrounding public open spaces.
- 6.6.4 To assist in reducing potential adverse effects, the proposed Development has been planned to minimise impact at night from lighting. Section 6.6 (Lighting) of the DAS provides further information in relation to how the impact of light from the development has and will continue to be considered and reduced through a detailed lighting strategy. Chapter 13 (Landscape and Visual) of the ES also references these lighting related design principles. The chapter provides assessment in relation to the impact of light from the Development on the local area and residents.
- 6.6.5 In accordance with policy 34 of the CLP, the lighting which forms part of the proposed Development will be the '*minimum required to undertake the task, taking into account public safety and crime prevention*'. The proposed Development will seek to ensure that upwards or intrusive light spillage, impact to local residential amenity and landscape character will be minimised.
- 6.6.6 Policy SC/9 of the SCLP is consistent with policy 34 and explains that new external lighting will only be permitted if; '*d. There is no dazzling or distraction to road users including cyclists, equestrians and pedestrians; e. Road and footway lighting meets the County Council's adopted standards.*'
- 6.6.7 To ensure the satisfactory implementation of a lighting strategy and to reduce impact of light pollution from the development on the surrounding area and Hobson's Park, a proposed planning condition which requires the approval of an artificial Lighting Scheme from the LPA has been included as part of this submission.
- 6.6.8 Based on the above, the proposed Development is considered to be in accordance with the relevant lighting policies and guidance set out within the NPPF, NPPG (Light Pollution), CLP and SCLP.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

6.7 Public Art

- 6.7.1 The importance of public art provision within new developments is recognised within the CLP and SCLP. The policy documents highlight how public art can make significant contributions to the character and visual quality of an area and that the inclusion of public art within new developments can lead to a range of benefits, including; social, cultural, environmental, educational and economic.
- 6.7.2 Policy 56 (Creating successful places) of the CLP sets out key design requirements which new development should seek to achieve in order to create successful places. The policy explains, within part j), that proposals should; *'embed public art as an integral part of the proposals as identified through the Council's Public Art Supplementary Planning Document.'* The Public Art SPD (2010) provides additional guidance in relation to the delivery of public art within Cambridge.
- 6.7.3 Whilst the proposed new station will be situated within CCiC administration area, it is worthwhile noting that policy HQ/2 (Public Art and New Development) of the SCLP also seeks to encourage the provision or commissioning of public art within the design of developments.
- 6.7.4 In accordance with the relevant local policy and the Public Art SPD, the proposed Development will seek to integrate public art within its design. Further to this, the submission and approval of a 'Public Art Delivery Plan' in connection with the proposed Development is required as part of a planning condition associated to this submission.

6.8 Acoustics Assessment – Part 1 Noise and Part 2 Vibration

- 6.8.1 Chapter 5 (Noise) and Chapter 6 (Vibration) of the ES provide assessments of the environmental impact of the proposed Development with respect to noise and vibration.

Noise

- 6.8.2 As part of the assessment, existing baseline noise levels within the assessment study area were measured at specific locations close to aspects of the environment sensitive to changes in noise (receptors). The assessment identified that the study area is currently dominated by road traffic noise from the surrounding area. Noise levels are also influenced by noise from passing trains, this principally occurs to the buildings within the CBC which are located immediately adjacent to the railway line.
- 6.8.3 In order to appropriately control construction plant noise, the CoCP Part B will set out construction methodologies and methods for noise control. In addition to this, further measures such as mufflers for breakers and localised screening around smaller plant items and activities are proposed to provide further reduction of construction noise levels.
- 6.8.4 It is predicted that the construction phase of the proposed Development will result in significant but temporary impacts on the following locations/receptors;
- AstraZeneca Academy House;
 - The Belvedere residential receptors;
 - Long Road Sixth Form College;
 - MRC Laboratory of Molecular Biology, trackside (west);
 - MRC Laboratory of Molecular Biology, greater distance from tracks (east); and

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- Anne McLaren Building.

6.8.5 In terms of the potential noise impact associated with predicted changes in rail and road traffic flows during the operational phase of the proposed Development, following assessment, it is considered that there would not be any significant effects upon any existing or proposed noise sensitive receptors. It is expected that any potential significant noise impacts associated to station plant noise and Public Address/Voice Alarm systems can be avoided during detailed design.

Vibration

6.8.6 The assessment of vibration during the construction phase of the proposed Development focused on two main areas:

- Proposed construction works to form the new station building, new track and signalling configuration and associated infrastructure works supporting these.
- The proposed track re-alignment works at Shepreth Branch Junction include piled foundation works for new columns that support the overhead line electrification system.

6.8.7 The assessment of vibration during the operational phase of the proposed Development focused on:

- Proposed track changes for the new station area where the existing two-line track will be replaced with a four-platform station served by two mainline tracks and two platform tracks. These changes will introduce switches and crossings on the track that will be used to switch trains from the mainline to the platform tracks and vice-versa.
- Proposed line speed change at Shepreth Branch Junction for trains travelling to and from Royston. The change will be from 30mph to 50mph through the Junction.

6.8.8 The likely significant effects of the proposed Development have been considered in accordance with relevant UK legislation, current national and local policy and technical guidance. In relation to the scientific and research receptors situated within the CBC, bespoke methodology has been used to assess the vibration impacts against the very sensitive vibration requirements for each building. Respective building users have been consulted in order to agree their sensitivity as part of the assessment.

6.8.9 Approaches to mitigation of potential significant effects from construction activities are set out within ES Chapter 5 and 6, with more detail to be included within the CoCP Part B. The CoCP Part B will include guidance and measures to be implemented to reduce the vibration levels as far as practicable, and set out the proposed construction vibration monitoring and the consultation and liaison plan with neighbouring properties. These measures will ensure activities that have the potential to lead to significant effects are reduced to a minimum where achievable and communicated well in advance with those that could be affected.

6.8.10 In terms of the operational impacts from the new station area and speed changes at Shepreth Branch Junction, the ES confirms that there are no significant vibration effects predicted for any residential receptors due to the operational phase.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 6.8.11 Significant effects are predicted in relation to the most sensitive imaging equipment located within the Laboratory of Molecular Biology, however this can be reduced to acceptable levels through the use of mitigation measures. The approach will be developed in the detailed design stage of the Development and as part of ongoing consultation with users of the Laboratory of Molecular Biology.
- 6.8.12 Given the findings of the noise and vibration assessments and the proposed mitigation measures which have and will be included to reduce impacts, the proposed Development is considered to be in accordance with the NPPF and NPPG. At local level the proposed Development is in line with relevant aspects of the Sustainable Design and Construction SPD (2020), SCLP policy SC/10 and policy 35 of the CLP which requires proposed development to demonstrate that it would not lead to significant adverse effects and impacts on health and quality of life/amenity from noise and vibration.

6.9 Air Quality

- 6.9.1 An assessment of the impacts of the proposed Development on air quality is set out within Chapter 7 (Air Quality) of the ES.
- 6.9.2 The mitigation measures set out within the Construction Dust Assessment (Appendix 7.3 of the ES) and CoCP Part A and Part B will be implemented during construction to ensure that the potential effects from dust soiling is controlled. In summary the mitigation measures included within CoCP Part A include:
- Site Management (logging of incidents/complaints);
 - Preparing and Maintaining the site (locate dust causing activities away from receptors, barriers, cleaning, enclosed specific operations with high potential for dust production, cover stockpiles, etc);
 - Operating vehicle/machinery and sustainable travel;
 - Operations (employ dust suppression, use enclosed chutes, minimise drop heights, etc);
 - Earthworks measures (revegetate promptly, use hessian mulches and cover with topsoil, etc);
 - Construction measures (avoid scabbling, keep aggregates damp, ensure fine powder materials are delivered enclosed and stored in silos, ensure bags are sealed after use); and
 - Trackout measures (wash access and local roads, avoid dry sweeping of large areas, ensure vehicle-borne materials are covered, install hard surface haul routes, wheel washing, etc).
- 6.9.3 No mitigation measures are required in terms of potential effects from increased pollutant concentration (during construction) and the potential effects from NO₂, PM₁₀ and PM_{2.5} (during operational phase).
- 6.9.4 Table 7-13 of the ES provides a summary of the assessment. In terms of the residual effects during the construction and operation phases of the proposed Development, the table confirms that these will be 'Negligible/ Not Significant'.
- 6.9.5 Based on the findings of the assessment and proposed mitigation measures, the proposed Development is considered to be in accordance with the NPPF and NPPG (Air Quality). Furthermore, the proposed Development is consistent with CLP policy 36, SCLP policy SC/12 and the Sustainable Design and Construction SPD (2020).

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

6.10 Climate Change - Adaptation

- 6.10.1 Chapter 9 (Climate Change Adaptation) of the ES provides assessment of the environmental impacts of climate change, on the proposed Development during the construction and operational phases.
- 6.10.2 The proposed Development has the potential to be vulnerable to climate change effects. These effects include, amongst others, prolonged droughts and heatwaves, and an increased risk of storms.
- 6.10.3 The assessment has identified the following aspect of the Development to be vulnerable to climate change: concourses and rail surfaces buildings, drainage signs, rail signals, lighting, landscape (including biodiversity), workforce and passengers, plant and equipment, and user facilities.
- 6.10.4 As detailed in section 9.4 of the ES, mitigation measures will be implemented to ensure that the development can adapt to the effects of predicted climate change.
- 6.10.5 During the construction phase, mitigation measures implemented include:
- utilising a flood warning service;
 - using materials that are tolerant to fluctuating temperatures and extreme weather events; and
 - reducing dust emissions (from particularly dry summer weather for example) through effective transportation and storage of soils and other dust-generating materials.
- 6.10.6 In relation to climate change resilience during construction, the assessment explains that the CoCP Part A and Part B will *'help to ensure that mitigation measures are implemented and, as appropriate, additional measures are identified to ensure resilience of the proposed mitigation of impacts during extreme weather events.'*
- 6.10.7 Compliance with the CoCP Part A and the LPA's future approval of the CoCP Part B is a requirement of a planning condition that forms part of this submission.
- 6.10.8 During the operational phase, mitigation measures for the design of the proposed Development will include:
- the use of sustainable drainage systems such as balancing ponds to manage surface water drainage and mitigate flood risk; and
 - careful selection of building materials that would be resistant to the increased frequency and severity of extreme weather events.
- 6.10.9 A summary of the assessment is provided in section 9.7 of the ES and concludes, in paragraph 9.7.4, that *'Taking into account the proposed mitigation measures in Section 9.4 of this chapter and other relevant chapters, no significant impacts have been identified for the proposed Development in either the construction phase or operational phase.'*
- 6.10.10 On this basis, it is considered that the proposed Development is compliant with Chapter 14 of the NPPF, NPPG (Climate Change), the Sustainable Design and Construction SPD (2020), CLP policy 28

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

and SCLP policy CC/1. The proposed Development is also compliant with Network Rail's environmental and sustainability guidance and policies.

6.11 Climate Change - Green House Gases

- 6.11.1 Chapter 10 (Climate Change – Green House Gases) of the ES reports the environmental impact of construction and operation of the proposed Development with respect to greenhouse gas (GHG) emissions.
- 6.11.2 The Climate Change Act 2008 requires at least an 80 % reduction in the UK's greenhouse gas emissions as compared to 1990 levels by 2050. As a result of Government amendments to the Climate Change Act 2008, the target has been revised from the 2050 GHG target of an 80 % reduction of GHG emissions compared to 1990 levels, to a 100 % reduction carbon target.
- 6.11.3 Through applying Institute of Environmental Management and Assessment guidance, the proposed Development is committed to reducing GHG emissions from activities. The implementation of a hierarchy for GHG emissions, which is to; Avoid and/prevent, Reduce and Remediate, is being applied throughout the design process and associated mitigation measures.
- 6.11.4 Mitigation measures to reduce carbon emissions during the construction and operation of the proposed Development are presented in Table 10-7 and Table 10-8 of ES Chapter 10. These measures include, amongst others, choosing materials with lower embodied carbon, re-using of material, reducing waste where possible, using locally sourced materials and a local workforce, and using energy efficient plant and renewable electricity in the construction process.
- 6.11.5 Paragraph 10.6.3 of the ES concludes the assessment summary by stating '*Emissions arising as a result of the proposed Development represent less than 0.00003% of total emissions in any five-year carbon budget during which they arise. In this context, it is concluded that the GHG impact of the proposed Development would not have a material impact on carbon reduction targets as set by the UK Government.*'
- 6.11.6 In relation to GHG emissions, the proposed Development is therefore considered to be accordance with Chapter 14 of the NPPF, the Sustainable Design and Construction SPD 2020, CLP policy 28 and SCLP policy CC/1. The Development is also consistent with Network Rail's environmental and sustainability guidance and policies.

6.12 Biodiversity

- 6.12.1 An assessment of the impacts of the proposed Development on biodiversity is set out in Chapter 8 (Biodiversity) of the ES.
- 6.12.2 The assessment was carried out in accordance to the relevant legislation, policy and guidance as set out within Section 8.2 of the ES.
- 6.12.3 A number of desk and field-based studies were undertaken as part of the assessment and identified the following key features associated to the proposed Development site.

- Designated sites – key sites identified included a number of nationally and internationally designated sites although they are all sufficiently distant not to be affected by the

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

development during construction or when in operation. The nearest designated sites to the proposed Development are:

- Nine Wells Local Nature Reserve (located approx. 0.1km east of the site)
- Hobson's Brook City Wildlife Site (located within the site boundary)
- "Triangle North of Long Road" City Wildlife Site (located within the site boundary)
- Habitats – Key habitats identified in relation to the site included ponds, broad-leaved semi-natural woodland, semi-improved neutral (located primarily within Hobson's Park) and chalk grasslands, hedgerows and riverine habitats such as Hobson's Brook and Hobson's Conduit.
- Species – Key species identified included great crested newts, reptiles, birds, bats, water vole, badger and invasive non-native plant species.

6.12.4 Since the early stages of the scheme, the proposed Development has been designed to ensure primarily that the most valuable habitats are retained, and impacts from the Development are avoided. As detailed within the ES, where impacts cannot be avoided, essential construction mitigation methods will be utilised. These include:

- Habitat creation to replace habitats lost to the development;
- Obtaining appropriate protected species licences from Natural England where necessary, which will set out specific mitigation requirements;
- An ecologist supervising the construction works to ensure appropriate methods of habitat clearance and potential need to trap and translocate species as required;
- The provision of habitat to compensate for temporary habitat loss for amphibians and reptiles, and the enhancement of breeding ponds;
- The provision of bird nest boxes and bat boxes within retained habitats to offset the loss of nesting/roosting opportunities and methods of reducing noise disturbance; and
- Pre-construction surveys to establish changes in the presence of biodiversity recorded at the EIA stage. The following operational mitigation measures will also be implemented: lighting, noise and vibration strategies, methods to reduce disturbance from increased footfall and facilitate the movement of animals, management of habitats, and monitoring of protected species.

6.12.5 As part of the ES, a biodiversity net gain assessment was carried out in line with current government guidance. The assessment, which is summarised within paragraphs 8.5.112 to 8.5.116 of the ES, concluded that, while hedgerow and river units show a net gain of approximately 11 % and 10 % respectively, there would be an approximate 5 % decrease in biodiversity value of all habitat units on site.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 6.12.6 As part of the proposed Development, Network Rail are committed to achieving 10% net gain in biodiversity and will therefore secure the additional biodiversity units required to reach this figure through the following options:
- The purchasing of additional land to provide space to build new habitat;
 - Purchasing biodiversity units from a third party organisation; or
 - Working with third parties such as local authorities, trusts, etc to deliver biodiversity units on their land.
- 6.12.7 The commitment to achieving 10% net gain in biodiversity will be secured through a planning condition which forms part of this submission. The condition will require approval from the LPA of an Ecological Method Statement (EMS) which includes a Biodiversity Net Gain report. The Biodiversity Net Gain report will demonstrate BNG best practice and minimum 10% BNG.
- 6.12.8 The ES recognises that once all the proposed mitigation is implemented, there will be one remaining residual impact associated to the loss of woodland habitat which is significant at the local scale. Nevertheless, overall, the proposed Development has ensured that there are no significant residual impacts on the majority of the ecological receptors, and for three of the receptors (Great crested newt, water vole and habitats along the verge of the railway line) there will be a significant beneficial effect at a local scale. In addition, once 10% net gain is achieved there will be a further significant beneficial impact.
- 6.12.9 On this basis and given the need for and wider benefits of the proposed Development, it is considered that the Development is in accordance with Chapter 15 of the NPPF, policy 70 of the CLP and policy NH/4 of the SCLP.

6.13 Cultural Heritage

- 6.13.1 Chapter 11 (Cultural Heritage) of the ES provides an assessment of effects of the proposed Development on cultural heritage during the construction and operational phases.
- 6.13.2 The proposed Development is located in an area of known prehistoric and Roman activity, with a wide range of heritage assets including designated archaeological remains and non-designated archaeological remains. The excavation works which were undertaken to develop the adjacent CBC complex revealed a large amount of prehistoric and Roman activity.
- 6.13.3 As part of the assessment process, a high level of engagement was carried out with consultees at Historic England and CCoC Historic Environment Team. Consultation identified the main area for further site investigation being the southern part of the proposed Development which impinges on the White Hill Farm Scheduled Monument (SM4) boundary. The avoidance of encroachment into the White Hill Farm Scheduled Monument as much as possible has been a key influence on the proposed Development's design.
- 6.13.4 Using data collected in field and desk-based sources, the assessment determined the significance of effects on the heritage assets through consideration of their value/importance and the magnitude of impact.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 6.13.5 The ES details the mitigation measures which will be implemented to minimise the impacts on cultural heritage as a result of the proposed Development. These measures include, amongst others, the use of hoarding and bunding, damping down of the construction area, and control of vehicle movement through site speed limits and defined routes.
- 6.13.6 Furthermore, as explained with paragraph 11.4.6 of the ES, mitigation measures will be implemented via the use of a planning condition that forms part of this submission. The condition will require the submission to and approval from the LPA of a written scheme of investigation prior to the commencement of works. Broad mitigation measures have also been included in the CoCP Part A.
- 6.13.7 In summary, following the consideration of the mitigation measures outlined within the ES, the assessment concluded that residual effects on heritage assets would not be significant. The proposed Development is therefore considered to be in accordance with NPPF Chapter 16 and NPPG (Historic Environment) which seek to protect heritage assets from harm and loss. Furthermore, the Development will comply with CLP policy 61 and SCLP policy NH/14.
- 6.13.8 As referenced earlier within this statement, in parallel to the TWA0 submission, Network Rail is also seeking Scheduled Monument Consent under the Ancient Monuments and Archaeological Areas Act 1979 for the works affecting the Scheduled Monument which will be necessary to implement the proposed Development.

6.14 Ground Conditions and Contamination

- 6.14.1 Chapter 12 (Ground Conditions and Contamination) of the ES provides an assessment of the effects of the proposed Development on ground conditions and contamination during construction and operational phases.
- 6.14.2 The assessment has identified that:
- Soils beneath the site are shown to be Grade 2 (Very Good Quality Agricultural Land) under the Agricultural Land Classification system;
 - Beneath parts of the site is a Secondary 'A' Aquifer, as defined by the Environment Agency;
 - The chalk bedrock geology across the entire site is classified as a Principal Aquifer; and
 - The combination of aquifers beneath the site means that any historic contamination within the ground water can move horizontally and laterally from and into the development site.
- 6.14.3 Section 12.4 of the ES details the design features of the proposed Development and mitigation measures which are necessary to avoid/reduce/remediate adverse effects on ground conditions and contamination.
- 6.14.4 To mitigate the effects, all site activities will be carried out in accordance with the CoCP during construction of the proposed Development. For example, as detailed within 12.4.17 of the ES, *'Excavated soil, whether for construction or as remediation action, would be appropriately stored to ensure that if dust is generated in dry weather periods, it is not likely to be directed towards surrounding receptors. Other best practice measures such as damping down areas, vehicle wheel washing, covering*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

stockpiles and lorries containing excavated soil would also be implemented. This action to be secured in the CoCP (Part A), with the detail to follow in the CoCP (Part B)'.

- 6.14.5 Any contamination present at the site would most likely be related to its railway use. Appropriate investigation and remediation measures (if required) will be undertaken to address any contamination issues that arise. These mitigation measures will be secured in detail by way of planning conditions which form part of this submission.
- 6.14.6 To reduce the risk of leachate generation and potential migration to surface waters, all soils will be stored appropriate distances away from watercourses (or potential pathways to watercourses). Any potentially contaminated soil will be stored on an impermeable surface and covered.
- 6.14.7 Table 12-12 of the ES provides a summary of the assessment with respect to construction activities. Overall, the assessment concludes that with the implementation of the proposed mitigation measures, it is considered that the residual effects to ground conditions would not be significant. On this basis, the proposed Development is considered to comply with Chapter 15 of NPPF, CLP policy 33 and SCLP policy SC/11.
- 6.14.8 The assessment and table also highlight that the proposed Development will result in the permanent loss of approximately 4.5ha of land classified as best and most versatile (BMV) Grade 2 agricultural land. This will lead to a Large / Very Large – Significant residual effect.
- 6.14.9 To help mitigate the effect on soils, best practice soil handling will be undertaken during construction activities to ensure effective soil re-use and retention of a range of ecosystem services which they can support.
- 6.14.10 In terms of the permanent loss of BMV Grade 2 agricultural land, it is considered that the overall loss is limited and must be weighed against the significant sustainability, economic and social benefits of the proposed Development.
- 6.14.11 On balance, the need for and benefits of the proposed Development are considered to override the loss of the Grade 2 agricultural land and as a result the Development is in accordance with CLP policy 8, part c, and SCLP policy NH/3, part b.

6.15 Landscape and Visual Impact

- 6.15.1 Chapter 13 (Landscape and Visual Impact) of the ES provides an assessment of the potential effects of the proposed Development on landscape character and visual amenity.
- 6.15.2 In order to undertake the assessment, analysis of existing published landscape character assessments at a national, regional and local level was required. This helped provide a greater understanding of the valued aspects of the existing landscape and identified which are vulnerable to change as a result of the proposed Development. Computer modelling was also utilised to establish the areas where the proposed new station buildings would likely be visible from. The assessment recognised that there was a likelihood of harm arising from the proposed Development to the visual amenity of people using / occupying these locations, and also to the landscape character of the areas they span across.
- 6.15.3 This understanding informed and influenced the planning of the proposed Development and resulted in the incorporation of measures that helped avoid, design-out or reduce potential harmful impacts

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

upon landscape character and visual amenity. These measures include, amongst others, the location the station buildings away from the city's rural southern edge and clustering them near to the varied roofscapes and building forms of the CBC near to the CGB.

6.15.4 In terms of mitigation measures required during the construction phase of the Development, paragraph 13.4.17 of the ES explains that *'To avoid or prevent significant adverse effects occurring, or to reduce their significance upon landscape character and visual amenity receptors during the construction period an outline Code of Construction Practice (CoCP) Part A has been submitted as part of the application submission. Further detail will follow in CoCP Part B to be prepared by the works contractor, which will be secured via deemed planning condition.'* The ES goes on to list further best practice measures that will be incorporated into the CoCP which are of particular relevance to the landscape and visual impact assessment.

6.15.5 In summary, following the implementation of the mitigation measures outlined within the ES, the assessment concluded that there would be no significant negative effects to visual amenity and landscape character either during the proposed Development's construction or operation phases. In addition, certain beneficial impacts from the proposed Development have been identified, including:

- the station buildings would help soften the contrast between the informal nature of Hobson's Park and the pronounced visible edge to the CBC when seen from it;
- the planting to the south of the embankment and deck of the Addenbrooke's Road bridge would create a visibly more appropriate edge to this part of Cambridge's southern built-up boundary; and
- the planting and habitat creation proposals offer an opportunity to create a richer and more resilient landscape.

6.15.6 The findings of the assessment demonstrate that the proposed Development meets the objectives of Chapter 12 of the NPPF, CLP and SCLP, and is considered to accord with relevant planning policy. A significant number of planning policies from the CLP and SCLP are relevant to landscape and visual impact considerations, including CLP policies 4, 17, 18, 34, 55, 56 and 60 and SCLP policies S/4, HQ/1, NH/2, NH/6, NH/8, E/2, SC/9.

6.15.7 Detailed landscaping plans will be submitted to the LPA for approval as part of the planning conditions associated to this submission.

6.16 Materials and Waste

6.16.1 An assessment of the materials and waste effects associated with the construction of the proposed Development is set out in the Chapter 14 (Materials and Waste) of the ES.

Materials

6.16.2 At this stage, the materials palette of the proposed Development is unknown. However, it is anticipated that it will include concrete, steel, bricks and bituminous materials (e.g., Asphalt). The DAS provides further details in relation to indicative materials which may be used within the proposed new station buildings.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 6.16.3 The ES assessment included the estimation of material usage in relation to these materials. In summary these materials are considered to be free from known issues regarding supply and stock, and it is anticipated that each material input is likely to reduce the national baseline of availability by less than 1 %. It is therefore considered that the effect will not be significant. Furthermore, it is expected that the impact of other additional schemes in the region on the supply of key materials will be minimal.
- 6.16.4 The implementation of best practice measures which will be detailed within a Site Waste Management Plan (SWMP) will encourage resource efficiency and the use of reclaimed material where possible. The SWMP will form part of the CoCP Part B and will be submitted for approval by the LPA via a planning condition which forms part of this submission. In addition, the approval of details by the LPA of materials for the external surfaces of buildings to be used in the construction of the proposed Development is also a proposed planning condition requirement.

Waste

- 6.16.5 During the construction phase, the proposed Development will generate construction, demolition and excavation (CD&E) waste including hard and inert materials, soils and stones, plastics, packaging, insulation material, bituminous materials and canteen and office waste.
- 6.16.6 The ES assessment explains that it is predicted that 96.7 % (by volume) of construction and demolition waste will be re-used on site. The remaining 3.3 %, consisting of office and canteen waste, will be sent to landfill. This represents a 0.003 % reduction in non-hazardous landfill capacity in the region and is not significant.
- 6.16.7 The excavation activities required in order to construct the new station platforms and undertake track widening works is estimated to lead to approximately 9,600m³ of excess unbulked spoil. Opportunities to retain the excess spoil onsite have been exhausted and the spoil is expected to be suitable for reuse on other schemes. The surplus excavation spoil will be diverted to another, preferably local scheme for use as fill material.
- 6.16.8 The SWMP which will be prepared for the proposed Development, will be implemented at the detailed design stage to establish a methodology for measuring and auditing construction, demolition and excavation (CD&E) waste.
- 6.16.9 The CoCP Part B will contain best practice measures for the minimisation of waste, including the early identification of opportunities for reuse and recycling and the segregation of waste streams.
- 6.16.10 In relation to any vegetation clearance or unexpected hazardous waste, this will be managed in accordance with principles set out in the CoCP Part B.
- 6.16.11 Table 14-15 of the ES provides an assessment summary with respect to waste and material resources. The table concludes that by applying appropriate mitigation measures there will be Slight Adverse – Not Significant residual effects on material resources, non-hazardous landfill and inert landfill, as a result of construction activities associated to the proposed Development. In terms of operational waste, this was scoped out of the ES assessment as the proposed Development is not expected to produce a significant volume of waste.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 6.16.12 The mitigation measures proposed to minimise the effects of the proposed Development on materials and waste will ensure that the Development is consistent with Chapter 17 of the NPPF, the Sustainable Design and Construction SPD (2020), CLP policy 28 and SCLP policy CC/6.

6.17 Population and Health

- 6.17.1 Chapter 15 (Population and Human Health) of the ES provides an assessment of the potential impact of construction and operation of the proposed Development with respect to population and human health.
- 6.17.2 The assessment considers whether the proposed Development would have a health effect in terms of affecting people's ability to access community services and facilities which are beneficial for people's health and wellbeing. These services and facilities include the nearby Hospitals, access to public rights of way, open space and recreation facilities.
- 6.17.3 The potential health effects of the construction process associated to the Development is also covered by the assessment. For instance, the assessment considers the effect noise, disturbance, construction traffic and potential air quality changes will have on local communities and patients and employees at the CBC.
- 6.17.4 Chapter 15 of the ES details the design features of the proposed Development and mitigation measures which will ameliorate adverse effects relating to population and human health. A number of these mitigation measures form part of the CoCP Part A. The CoCP Part B will include a Construction Traffic Management Plan (CTMP) which will set out measures to reduce impacts of temporary traffic management arrangements associated to the proposed Development.
- 6.17.5 In relation to perception of crime, safety and suicide risk issues, the assessment explains that the effect of the proposed development during construction is considered to be minimal. Specific measures will be implemented to ensure adequate lighting and training for workers is provided to minimise these risks so that they are reduced to appropriate safety levels.
- 6.17.6 Construction activities are not expected to lead to any significant effects on local residential amenity, or for patients and employees of the CBC. A range of mitigation measures are proposed in the CoCP to reduce issues of noise, light and dusts. Furthermore, during construction there is not likely to be any significant effects on access to community facilities such as the Hospitals, open space, recreation facilities and public rights of way. Temporary diversions will be put in place to ensure access to these routes and facilities is maintained.
- 6.17.7 Once the proposed Development is complete and the new station is operational, accessibility to community infrastructure including open space, recreation facilities, education and healthcare should significantly improve. The inclusion of 'Access for All' facilities within the station will help to ensure the access and connectivity benefits of the Development are inclusive for all.
- 6.17.8 The proposed Development will also result in health benefits for existing residents, paragraph 15.5.8 of the ES explains that the Development '*would provide potential beneficial health effects for existing residents as a result of an improved environment and new sustainable travel provision.*'

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

6.17.9 The improvements to accessibility and health as a result of the proposed Development are consistent with Chapter 8 of the NPPF and relevant local planning policies. The findings of the assessment and proposed mitigation measures demonstrate, in compliance with CLP policy 35 and SCLP policy TI/2, that the proposed Development will not lead to significant adverse effects and impacts on health and quality of life/amenity.

6.18 Socio-economics

6.18.1 Chapter 16 (Socio-economics) of the ES provides details on the environmental impacts of construction and operation of the proposed Development with respect to socio-economics effects.

6.18.2 The assessment considers the effects of employment generated by the proposed Development and whether the Development will have an effect on people's ability to access community services and facilities such as the Hospitals and medical facilities at the CBC as well as access to open space, public rights of way and recreation facilities.

6.18.3 The assessment recognises that construction activities associated to the Development, may result in short-term effects on local residential amenity by causing some disruption that could potentially affect the local community.

6.18.4 In relation to mitigation measures required as a result of construction, paragraph 16.4.2 explains that the CoCP Part A outlines proposed mitigation measures with respect to socio-economics. These measures include, for example, *'site works inductions to be given to ensure contractors act considerately in relation to local residents, and particularly for any works that may be programmed to take place at night.'*

6.18.5 To reduce disruption to Non-motorised users (NMU) routes, PRow, footways and cycle routes, temporary diversions with appropriate signage will be put in place. Works to temporarily divert routes will be undertaken in consultation with the local highways authority and other interested stakeholders.

6.18.6 Positive effects of the proposed Development during the construction phase include the creation of an estimated 114 full-time jobs and associated increased demand in the supply chain.

6.18.7 Following completion of the proposed Development, new permanent employment will be generated. It is estimated that approximately 10 full time jobs will be directly generated at the new station. Furthermore, it is estimated that the creation of the proposed new station would help boost the local economy and could lead to approximately 44 new jobs per annum in the wider economy.

6.18.8 In terms of the residual effects of the proposed Development on open space, paragraph 16.5.38 of the ES explains that *'The net impact magnitude of the proposed Development on open space and recreation routes is considered to be low due to the replacement recreational/open space provided. Although the new sustainable user-friendly landscaping and segregated routes being delivered will be beneficial for the health and wellbeing of the community, they also provide a marginal benefit compared to the existing provision. The overall effect is therefore considered to be minor beneficial and not significant.'*

6.18.9 For further information in relation to the effect of the proposed Development on POS, please refer to section 6.5 of this statement.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 6.18.10 A summary of the socio-economics effects of the proposed Development and how they have been addressed is provided within Table 16-13 of ES. The summary demonstrates that with the implementation of appropriate mitigation measures, the residual effect significance will generally be Negligible/Not significant.
- 6.18.11 In terms of the potential impact of disruption on the amenity of the local residents during construction, the residual effect significance is reported as being Minor adverse/Not significant based on mitigation measures, which are proposed and outlined within the CoCP Part A, being implemented.
- 6.18.12 For certain receptors, such as the local workforce and users of open space and recreational routes, there will be a Minor beneficial/Not significant effect.
- 6.18.13 The proposed Development will lead to social and economic benefits, locally and across the wider Cambridgeshire area, thus supporting aspirations set out within Chapter 6 of the NPPF, the NPS and local planning policy documents. Effects of the proposed Development on socio and economic receptors have been considered as part of the Development and appropriate measures have been identified to reduce any adverse effects. The proposed Development is therefore considered to be in accordance with CLP policies 5, 80 and SCLP policies S/2, E/2.

6.19 Transport Assessment

- 6.19.1 Chapter 17 (Transport) of the ES provides details on the environmental impacts of construction and operation of the proposed Development with respect to potential traffic and transport effects.
- 6.19.2 The assessment has been informed by the findings of a separate Transport Assessment, which was undertaken to quantify the potential impacts of the proposed Development on all modes of transport during construction and operation.
- 6.19.3 The ES assessment considers the potential impacts on key receptors (i.e. users of transport infrastructure) in terms of:
- Severance;
 - Delay;
 - Amenity;
 - Fear and intimidation;
 - Accidents and safety; and
 - Parking
- 6.19.4 Table 17-19 of the ES contains a summary of the impacts of construction with respect to the identified transport receptors. The table confirms that there will be no significant residual effects during the construction phase. To ensure this, appropriate mitigation measures will be implemented through the use of the CoCP A and CTMP (which will be included within the CoCP Part B).

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- 6.19.5 In terms of the operational phase of the Development, paragraph 17.6.2 concludes that *'The proposed Development would have overall positive effects during the operational phase due to the reduction in vehicular trips on the local road network, through encouraging more people to travel by rail to and from the CBC and surrounding area and through encouraging sustainable travel. For these reasons, it is anticipated that the proposed Development would result in net beneficial effects on transport networks, transport networks users and sensitive receptors during the operational phase.'*
- 6.19.6 The proposed Development accords with the NPPF, NPS, regional and local transport policies and supports the principal objectives and aspirations of the key policy documents. The improvement to sustainable transport and infrastructure as a result of the proposed Development will lead to significant local and regional benefits.
- 6.19.7 At local level, the proposed Development is consistent with the CPLTP and TSCSC transport plans and the relevant sustainable transport policies as set out within the CLP and SCLP. These policies include CLP policies 1, 5, 17, 18, 80, and SCLP policies S/2 and TI/2.

6.20 Water Resources and Flood Risk

- 6.20.1 Chapter 18 (Water Resources and Flood Risk) of the ES assesses the environmental impact of construction and operation of the proposed Development with respect to water resources and flood risk.
- 6.20.2 The proposed Development's site boundary contains Hobson's Brook (Conduit) and other small watercourses and land drains.
- 6.20.3 As part of the assessment consultation has been undertaken with relevant bodies, principally the EA and CCoC in their role as the (LLFA), and the Hobson's Conduit Trust. This has helped shape and inform the submission of the proposed Development, which is supported by a Flood Risk Assessment (FRA). Surface water drainage principles have been agreed with the LLFA.
- 6.20.4 The EA's flood maps show that the vast majority of the proposed Development's site boundary area is at low risk of flooding from rivers and the sea, with a small area at medium to high risk of flooding from the North Ditch (a tributary of Hobson's Brook). In relation to this, the culvert will be designed in line with best practice to avoid localised hydraulic effects in accordance with LLFA requirements.
- 6.20.5 During the construction phase, the Development could potentially impact on the existing water quality by generating polluted runoff to watercourses and by earthworks and excavations, potentially opening up pollution pathways to the groundwater. Chapter 18 of the ES explains that these risks would be managed through adhering to the current best practice construction methods for pollution prevention, as detailed in the CoCP Part A, and carrying out works in accordance with the requirements of relevant environmental permits/consents. On this basis, through implementing the control measures set out within the CoCP Part B, the residual effects of construction works on surface and groundwater quality will not be significant.
- 6.20.6 The CoCP also sets out best practice protocols which will be applied to prevent an increase in flood risk to both the site and the surrounding area runoff. In terms of water resources, paragraph 18.5.7 of the ES states that *'Measures will be incorporated into the CoCP Part B to ensure that water required for*

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

construction is sourced and re-used appropriately to ensure no residual impact from increased water usage for construction activities.'

- 6.20.7 During the operation phase, the main potential for water quality effects is linked to the discharge of surface water runoff from the proposed Development. The ES advises that surface runoff would be treated through a series of well-designed and interlinked sustainable drainage features that would safeguard the water quality of receiving watercourses. As a result, the residual effects on water quality during operation of the proposed Development would not be significant. Further to this, drainage features proposed as part of the proposed Development will also attenuate increases in surface water runoff to prevent increases in surface water flood risk.
- 6.20.8 Table 18-11 of the ES provides an assessment summary of the likely effects of the proposed Development with respect to water resources and flood risk and how they have been addressed.
- 6.20.9 Overall, given the design and mitigation measures proposed, the assessment concludes that there will be no significant negative effects to surface water resources and flood risk, during construction or operation of the proposed Development. The proposed Development is therefore considered to be in accordance with the relevant water resources and flood risk policies set out within NPPF (Chapter 14), the Cambridgeshire Flood and Water SPD (2018), CLP policies 17, 31, 32 and SCLP policies CC/7, CC/8, CC/9.

7. PLANNING CONDITIONS

- 7.1.1 This section of the statement sets out the proposed planning conditions to which the direction of deemed planning permission will be subject.
- 7.1.2 Certain planning conditions will secure the future submission of detailed design relating to the proposed Development, including the Cambridge South station buildings design and landscaping design.
- 7.1.3 Where it is necessary to mitigate an adverse effect of the proposed Development as set out in the ES (and summarised in section 6 of this statement), specific mitigation shall be secured by the imposition of planning conditions.
- 7.1.4 A full list of proposed planning conditions is set out in Schedule 1 to the Request for deemed planning permission submitted in accordance with Rule 10(6)(b) of the Application Rules as part of the TWAO application.
- 7.1.5 A summary of the proposed planning conditions is provided below:
- **Condition 1** limits the commencement of development to within five years of the Order to comply with the requirements of the Town and Country Planning Act 1990;
 - **Condition 2** requires the development to be implemented in accordance with the deemed planning drawings;

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

- **Condition 3** requires the development to be carried out in accordance with the Design Principles which are set out within the Cambridge South Design Principles document (Appendix A of the DAS);
- **Condition 4** requires compliance with the submitted FRA which accompanies the ES;
- **Condition 5** requires the approval of a phasing plan to govern phasing of the proposed Development and to be tied in with associated conditions where appropriate;
- **Conditions 6, 7, 8 and 9** relate to contaminated land;
- **Condition 10** requires compliance with the CoCP Part A and the submission of the CoCP Part B;
- **Condition 11** requires the submission and approval of a written scheme of archaeological investigation;
- **Condition 12** relates to the submission and approval of an Ecological Method Statement;
- **Condition 13** requires the submission and approval of a surface water drainage scheme which is based on the principles of the FRA;
- **Condition 14** relates to the detailed design approval of the Cambridge South station element of the proposed Development;
- **Condition 15** requires the submission and approval of details relating to external materials used within the Cambridge South station element of the proposed Development. The provision of an onsite sample panel is a requirement of the condition;
- **Condition 16** relates to the submission and approval of details relating to any roof top plant to be situated within the Cambridge South station element of the proposed Development;
- **Condition 17** requires the submission and approval of a Public Art Delivery Plan in connection proposed Development;
- **Condition 18** requires the submission and approval of a scheme detailing the on-site storage facilities for commercial waste;
- **Condition 19** relates to details of secure cycle parking at Cambridge South station;
- **Condition 20** requires the submission and approval of details relating to the inclusion of green biodiverse roof(s) at Cambridge South station;
- **Condition 21** relates to the submission of BREEAM Design Stage Certification;
- **Condition 22** relates to the submission of BREEAM Post Construction Certification;
- **Condition 23** relates to the detailed design approval of the other elements of the proposed Development, including alterations to Webster's footbridge, the accommodation bridge over Hobson's Brook and the RSC;
- **Condition 24** requires the submission and approval of an artificial Lighting Scheme in connection with the proposed Development; and
- **Conditions 25, 26, 27, 28 and 29** relate to the submission of landscaping details, including hard and soft landscaping, vegetation removal/retention/protection, groundworks, earthworks and tree pits.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

8. CONCLUSION

- 8.1.1 The proposed Development, has been considered against the relevant national and local, planning and transport policy. This statement has demonstrated that the proposed creation of a new station at Cambridge South and associated railway infrastructure improvements will provide significant economic, social, and environmental benefits to the local area and wider Cambridgeshire region.
- 8.1.2 The proposed Development would deliver an inclusive 'Access for All' railway station, providing greater connectivity and access to Hospitals, the CBC and local community infrastructure. Through providing a more attractive public transport alternative to the private car, the proposed Development will support sustainable transport strategies, encouraging a modal shift to sustainable transport modes and reducing traffic congestion in the local area.
- 8.1.3 The enhancement of sustainable transport access to housing, services and employment will support the growth of the Cambridge Southern Fringe and CBC area.
- 8.1.4 The design evolution of the proposed Development has carefully considered the sites location and surrounding context. The proposed conditions which form part of the submission will ensure that this is carried through into the submission of detailed design of the proposed Development.
- 8.1.5 The impact of the proposed Development on the Cambridge Green Belt has been appropriately assessed and the proposed Development is consistent with national and local Green Belt policy.
- 8.1.6 The provision of replacement POS will address the impact of existing POS lost as a result of the proposed Development. Future landscaping works will ensure that the replacement POS is of an equal or better standard compared to the areas of POS that will be lost.
- 8.1.7 Overall, the findings of the ES have concluded that the majority of the potential adverse effects from the proposed Development can be mitigated to a level that is not significant. Where certain impacts cannot be mitigated fully, it is considered that the substantial benefits of the proposed Development would outweigh these impacts.
- 8.1.8 Taking these factors into consideration, on balance, it is considered that the proposed Development is in accordance with national and local policy, and therefore the approval of this deemed planning consent request is justified.

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

REFERENCES

Reference	Title
Ref 1.1	Cambridgeshire Local Transport Plan 2011-2031: Long Term Transport Strategy, (2015) Cambridgeshire County Council https://www.cambridgeshire.gov.uk/asset-library/imported-assets/R-TP-The Long Term Transport Strategy.pdf accessed on 9th April 2021
Ref 1.2	Cambridge Local Plan, (2018) Cambridge City Council https://www.cambridge.gov.uk/local-plan-2018 accessed on 9th April 2021
Ref 1.3	Cambridgeshire and Peterborough Local Transport Plan, (2020) Cambridgeshire and Peterborough Combined Authority https://mk0cpcamainsitehdbtm.kinstacdn.com/wp-content/uploads/documents/transport/local-transport-plan/LTP.pdf accessed on 21 st April 2021
Ref 1.4	The Inclusive Transport Strategy: Achieving Equal Access for Disabled People, (2020) Department for Transport https://www.gov.uk/government/publications/inclusive-transport-strategy/the-inclusive-transport-strategy-achieving-equal-access-for-disabled-people#awareness-and-enforcement-of-passenger-rights accessed on 4th June 2021
Ref 1.5	National Planning Policy Framework, (2019) Ministry of Housing, Communities and Local Government https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf accessed on 9th April 2021
Ref 1.6	National Planning Practice Guidance, (2021) Ministry of Housing, Communities and Local Government https://www.gov.uk/government/collections/planning-practice-guidance accessed on 9th April 2021
Ref 1.7	Government White Paper (Creating growth, cutting carbon: Making Sustainable Transport happen), (2011) Department for Transport https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3890/making-sustainable-local-transport-happen-whitepaper.pdf accessed on 9th April 2021
Ref 1.8	National Policy Statement for National Networks, (2014) Department for Transport https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/38722/npsnn-print.pdf accessed on 9th April 2021
Ref 1.9	Cambridge Policies Map, (2018) Cambridge City Council https://www.cambridge.gov.uk/media/6892/development-plan-adopted-policies-map.pdf accessed on 21st April 2021
Ref 1.10	Adopted Policies Map, (2018) South Cambridgeshire District Council https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/adopted-policies-map/ accessed on 21st April 2021
Ref 1.11	Southern Fringe Area Development Framework (2006), Cambridgeshire County Council https://www.cambridge.gov.uk/media/5787/southern-fringe-area-development-framework.pdf accessed on 21st April 2021

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021*

Ref 1.12	South Cambridgeshire Local Plan, (2018) South Cambridgeshire District Council https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/ accessed on 9th April 2021
Ref 1.13	Transport Strategy for Cambridge and South Cambridgeshire, (2014) Cambridgeshire County Council https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Transport-strategy-and-high-level-programme-for-Cambridge-and-South-Cambridgeshire-March-2014.pdf accessed on 21st April 2021
Ref 1.14	Cambridge Southern Fringe Area Action Plan, (2008) South Cambridgeshire District Council https://www.scambs.gov.uk/media/6678/adopted-cambridge-southern-fringe-aap-february-20.pdf accessed on 21st April 2021
Ref 1.15	Sustainable Design and Construction SPD, (2020) Greater Cambridge Shared Planning https://www.cambridge.gov.uk/media/8157/greater-cambridge-sustainable-design-and-construction-spd.pdf accessed on 21st April 2021
Ref 1.16	Cambridgeshire Flood and Water SPD, (2018) Cambridgeshire County Council https://www.scambs.gov.uk/media/3313/cambridgeshire_flood_and_water_spd_reduced_size_08-11-16.pdf accessed on 21st April 2021
Ref 1.17	Public Art SPD, (2010) Cambridge City Council https://www.cambridge.gov.uk/media/2349/rd-spd-200.pdf accessed on 21st April 2021
Ref 1.18	Cambridge Inner Green Belt Boundary Study (2015), Cambridgeshire County Council https://scambs.moderngov.co.uk/documents/s83223/Appendix C A. Cambridge Inner Green Belt Boundary Study Main Report.pdf accessed on 9th April 2021

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

APPENDICES

Appendix 1: Schedule of Relevant Planning Applications 2006 – 2021

Please note, applications for NMAs and applications to discharge Conditions have not been included within this summary.

Planning Application Reference	Address	Post Code	Local Authority	Proposed Development	Decision	Decision Date
20/05054/CTY	Cambridge South Station Proposal Site Railway Cambridge Cambridgeshire		Cambridge City Council / South Cambridgeshire District Council	Consultation on request to the Secretary of State for EIA scoping opinion on new Cambridge South Station and associated alterations to Railway infrastructure.	Closed	20/01/2021
19/557/TTPO	Homerton College Hills RoadCambridge	CB2 8PH	Cambridge City Council	Row of Hornbeams (54 in total) flanking the railway line to be cut back away from the lines by approx.1.82m.	Approved	14/01/2020
18/0745/FUL	Cantabrigian RUFC SedleyTaylor Road Cambridge	CB2 8PW	Cambridge City Council	Installation of 4 x 15 metre galvanised masts complete with 12 x 2kw floodlights to achieve 100lux training lighting for rugby pitch.	Approved	18/10/2018
16/1884/FUL	St Marys School Playing FieldLong Road Cambridge	CB2 8PX	Cambridge City Council	Demolition of an existing sports pavilion, erection of a new sports pavilion, alterations to an existing car park and a vehicular access, a cycle shelter, new flood-lit artificial surfaced sports pitches and associated soft and hard landscaping.	Approved	27/09/2019
17/0405/S73	Land South of Secondary School Playing Fields and north Of Addenbrookes Busway Spur, within Clay Farm GreenCorridor, Clay Farm		Cambridge City Council	Section 73 application to vary Planning Condition 7 (details of works on central bridge) and Planning Condition 11 (details of access bridges crossing the Addenbrookes drainage ditch) of Reserved Matters application 15/1829/REM (pursuant to outline planning permission 07/0620/OUT).	Approved	26/11/2018
15/1829/REM	Land South Of Secondary School Playing Fields And North Of Addenbrookes Busway Spur Within Clay Farm Green Corridor Clay Farm		Cambridge City Council	Neighbourhood equipped area of play (NEAP) including a skate park, trim trail, kick about area, landscaping and open space pursuant to outline approval 07/0620/OUT	Approved	21/03/2016

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

	Cambridge Cambridgeshire					
13/0751/REM	Clay Farm, Development Site, Cambridge, Cambridgeshire		Cambridge City Council	Reserved Matters relating to 295 new dwellings and associated landscaping, (pursuant to outline approval 07/0620/OUT).	Approved	22/08/2013
13/0105/REM	Secondary School Site Clay Farm Development Site, Cambridge, Cambridgeshire		Cambridge City Council	Reserved matters relating to access, appearance, landscaping, layout and scale and associated pitches. Includes the construction of a new 750 pupil secondary school (11-16 years), a SEN / Autism centre to accommodate students with Asperger's Syndrome, community sports facilities and landscaping, (pursuant to outline permission reference 07/0620/OUT).	Approved	17/04/2013
12/0794/REM	Parcels 1B, 2 And 5 Clay Farm Long Road Cambridge Cambridgeshire		Cambridge City Council	Reserved matters relating to access, appearance, landscaping, layout and scale for 229 dwellings (pursuant to outline approval 07/0620/OUT).	Approved	20/02/2013
11/0698/REM	Clay Farm Long Road, Cambridge, Cambridgeshire		Cambridge City Council	Reserved matters relating to access, appearance, landscaping, layout and scale for 128 dwellings at Parcels 19 and 20 Clay Farm (pursuant to outline approval 07/0620/OUT).	Approved	20/12/2011
07/0620/OUT	Land Between Long Road and Shelford Road (Clay Farm/Showground Site) Cambridge Cambridgeshire	CB2 9FN	Cambridge City Council	Residential development of up to 2,300 new mixed- tenure dwellings and accompanying provision of community facilities; sports and recreation facilities and landscaped open spaces including 49 ha. of public open space in the green corridor, retail (A1), food and drink uses (A3, A4, A5), financial and professional services (A2), non-residential institutions (D1), a nursery (D1), alternative health treatments (D1) and provision for education facilities related infrastructure including: all roads and associated infrastructure, alternative locations for Cambridgeshire guided bus stops, alternative location for CGB Landscape Ecological Mitigation Area, attenuation ponds including alternative location for Addenbrooke's Access Road pond,	Approved	11/08/2010

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

				cycleways, footways and crossings of Hobson's Brook.		
19/1070/REM	Astrazeneca Uk Ltd; Cambridge Biomedical Campus, Francis Crick Avenue, Cambridge, Cambridgeshire,	CB2	Cambridge City Council	Reserved matters application pursuant to outline approval 06/0796/OUT (amended by Section 73 approval 17/2258/S73) for: an R&D Enabling Building of 13,197 sqm; an Amenities Hub of 3,261 sqm; associated car, motorbike and cycle parking including a Multi Storey Car Park; a temporary Multi Use Games Area; hard and soft landscaping; and internal roads, supporting facilities and ancillary infrastructure. Includes partial discharge of conditions 13, 16, 18, 24, 25, 45, 47, 48, 49, 56, 57, 58 and 59 pursuant to outline consent 06/0796/OUT.	Approved	10/01/2020
19/1348/FUL	Astra Zeneca Uk Ltd; Cambridge Biomedical Campus, Francis Crick Avenue, Cambridge	CB2	Cambridge City Council	Temporary use of part of the ground floor of an existing temporary site project office (permitted development under permission 14/1633/REM) for research support use.	Approved	22/11/2019
17/2258/S73	Astrazeneca Uk Ltd; Cambridge Biomedical Campus, 1 Francis Crick Avenue, Cambridge, Cambridgeshire	CB2	Cambridge City Council	Section 73 application to vary Planning Condition 26 of 17/0850/S73 for the Cambridge Biomedical Campus development to allow a variation in construction working times for the AstraZeneca development only. The proposal is to extend specific limited works for internal construction working hours from the currently approved 0730 to 18:00 Monday to Fridays, 08:00 to 13:00 on Saturday and at no time on Sundays, Bank or Public Holidays to the amended times of 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or Public Holidays.	Approved	09/03/2018
17/0850/S73	Land to The West and South West of Addenbrooke's Campus, Robinson Way, Cambridge, Cambridgeshire		Cambridge City Council	Section 73 application to vary Planning Condition 26 of 06/0796/OUT for the Cambridge Biomedical Campus development to allow a variation in construction working times for the New Papworth Hospital development only. The proposal is to extend construction working hours from the currently approved 0730 to 18:00 Monday to	Approved	06/09/2017

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

				Fridays, 08:00 to 13:00 on Saturday and at no time on Sundays, Bank or Public Holidays in respect of specific limited works to 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or Public Holidays.		
16/0653/REM	Plot 8, Cambridge Biomedical Campus, Francis Crick Avenue, Cambridge, Cambridgeshire	CB2	Cambridge City Council	Reserved matters consent, pursuant to outline approval 06/0796/OUT (varied by S73 application reference 14/2094/S73) for a 9,033sqm (Gross External Area excluding plant) Biotech and Biomedical Research and Development building, including associated car and cycle parking, hard and soft landscaping, internal access roads, supporting facilities and ancillary infrastructure.	Approved	05/08/2016
14/2094/S73	Land South of Robinson Way, West of The Forvie Site, Robinson Way, Cambridge, Cambridgeshire		Cambridge City Council	Section 73 to vary Planning condition 63 (to extend the timeframe for submission and agreement of Off-Site Highway Works) of planning approval 06/0796/OUT for: Up to 215,000sqm floorspace (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure.	Approved	05/03/2015
14/1633/REM	Land to The West and South West of Addenbrookes Campus, Robinson Way, Cambridge, Cambridgeshire		Cambridge City Council	Reserved matters application pursuant to outline approval 06/0796/OUT for a total of 59,821sqm (Gross External Area excluding plant) Biotech and Biomedical Research and Development floorspace, to include: i) R&D Centre and Corporate	Approved	04/02/2015

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

				Headquarters, ii) R&D Enabling Building, iii) Support Building and Energy Centre, iv) Associated car, motorbike and cycle parking, v) Hard and soft landscaping, vi) Internal roads, supporting facilities and ancillary infrastructure.		
06/0796/OUT	Land to The West and SouthWest of Addenbrookes Campus, Robinson Way, Cambridge Cambridgeshire	CB2 0SL	Cambridge City Council	Up to 215,000sqm floorspace (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure.	Approved	15/10/2009
16/0165/FUL	Land South of Dame Mary Archer Way, Cambridge Biomedical Campus, Cambridge, Cambridgeshire	CB2	Cambridge City Council	Erection of a building for Biotech and Biomedical research and development and production together with associated supporting Headquarters and Logistics function along with associated infrastructure to include; access, services, drainage, electric and gas infrastructure, external ancillary structures, car and cycle parking and hard and soft landscaping.	Approved	22/11/2016
20/03950/REM	Cambridge Biomedical Campus Dame Mary Archer Way Cambridge Cambridgeshire	CB2 0AJ	Cambridge City Council	Reserved Matters application for the erection of a five-storey mixed use laboratory and office building and associated plant, internal roads, car parking, cycle parking, landscaping and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale. At 1000 Discovery Drive, Cambridge Biomedical Campus, Dame Mary Archer Way, Cambridge	Approved	27/01/2021
16/0176/OUT	Land South Of Dame Mary Archer Way Cambridge Biomedical Campus		Cambridge City Council	Development of up to 75,000 sqm floorspace (excluding plant areas) of Research and Development (B1b) and Clinical (C2 and/or D1), sui generis and higher education uses, including related	Approved	05/09/2017

The Network Rail (Cambridge South Infrastructure Enhancement) Order*Document NR14 – Planning Statement – June 2021*

	Cambridge Cambridgeshire			support activities within use class B1; ancillary uses in addition (A1, A3, A4, A5, D1 and/or D2); up to two multi storey car parks; open space and landscaping and all other associated supporting infrastructure.		
20/05119/PRI03Q	White Hill Farm Barn Granhams Road Great Shelford Cambridge Cambridgeshire CB22 5JY	CB22 5JY	South Cambridgeshire District Council	Prior approval for change of use of an agricultural building to dwellinghouse (Class C3)	Prior Approval Given	11/02/2021
S/2979/14/PA	White Hill Farm, Granhams Road, Great Shelford, Cambridgeshire	CB22 5JY	South Cambridgeshire District Council	Prior Notification for the relocation of existing farm access.	Approved	14/01/2015
20/05355/FUL	16 Granhams Road Great Shelford	CB22 5LQ	South Cambridgeshire District Council	Erection of a detached three bedroom dwelling along with associated parking, access and driveway	Refused	11/05/2021
21/01821/PRI01A	5 De Freville Road Great Shelford Cambridge Cambridgeshire	CB22 5LH	South Cambridgeshire District Council	Single storey rear extension	Prior Approval Refused	24/05/2021
S/4279/19/FL	Land Adj To Mores Meadow Great Shelford	CB22 5LS	South Cambridgeshire District Council	Erection of 21 dwellings (almshouses) the relocation of existing allotments and public open space provision together with associated landscaping and infrastructure	Approved	16/04/2021

The Network Rail (Cambridge South Infrastructure Enhancement) Order

Document NR14 – Planning Statement – June 2021

[this page is left intentionally blank]