



Document No. NRE9.1

# **Proof of Evidence – Planning Summary (Mr John Pearson)**

**(Inquiries Procedure (England & Wales) Rules 2004)**

January 2022

**The Network Rail (Cambridge South Infrastructure Enhancement) Order**  
*Planning Proof of Evidence Summary – December 2021 - Document NRE9.3*

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## **1. INTRODUCTION**

### **1.1 Qualifications and Experience**

- 1.1.1 My name is John Pearson. I have been retained by Network Rail to provide specialist advice on Town Planning matters pertaining to the Cambridge South Infrastructure Enhancements (CSIE) Project.
- 1.1.2 I hold BSc (hons) in Environmental Planning (Transport and Communication) and a Post Graduate Diploma in Town and Country Planning. I am a chartered member of the Royal Town Planning Institute with 24 years' experience as a town planner.

### **1.2 Summary of Evidence**

- 1.2.1 The request for deemed planning consent is seeking permission for development which is comparable to outline planning approval. Further details of the development including the detailed mitigation for the construction works, station building design, design of other structures and buildings associated with the development and landscaping/ restoration proposals are proposed to be secured through several planning conditions which are set out in Appendix A (Doc Ref. NRE9.3). The CSIE project has also proposed a number of Design Principles in Appendix C (Doc Ref. NRE9.3) which are secured by the planning conditions. These Design Principles set out the framework for the detailed design and provide assurance and confidence to stakeholders that the future station will be well designed. These have been broadly agreed with the local planning authorities.
- 1.2.2 The Principle of the CSIE Project is strongly supported through the Development Plan and wider material considerations as set out in Section 4.2. Both SCDC and CCiC in their Statements of Case to the Secretary of State (Doc Ref. E10 and E11) confirm their support for the aim of the CSIE Project to promote connectivity within Cambridgeshire to facilitate future growth in the area and promote sustainable development, which aligns with the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020). As a result the CSIE Project is supported through relevant transport policy within the development plan as set out in Section 4.3.
- 1.2.3 Network Rail consider that the CSIE Project will provide local transport infrastructure, which will not cause adverse harm to the openness or purposes of the Green Belt as set out in Section 4.4. It is therefore considered not inappropriate development within the Green Belt and in accordance with the NPPF and consequently with the development plan policies.
- 1.2.4 The CSIE Project will comply with development plan in respect of Open Space as explained in Section 4.5 Network rail are seeking powers to provide replacement open space to the south of Addenbrooke's Road which lies within 400m of the original site. On completion of the works the open space proposed to be lost will be replaced by land which is in terms of quality, quantity and access with an equal or better standard than that which being lost.
- 1.2.5 The design of the CSIE Project is currently outline in nature but, the proposed planning conditions supported by the design principles will ensure that acceptable proposals in line with the development plan as set out in Section 4.6 for the final design of the station, Railway Systems Compound and landscaping can be achieved.



- 1.2.6 Network Rail have limited their impacts on Biodiversity including trees and as set out in Section 4.7 the CSIE Project and on balance, when set against the wider benefits of the proposed development to provide the modal shift in transport from car to public transport and active travel that help the area meet other policy requirements which are supported by CCiC and SCDC, it is considered that the CSIE Project is in accordance with development plan policies.
- 1.2.7 The CSIE Project will as explained in Section 4.8 not cause impacts on heritage assets that would result in substantial harm and is therefore considered to be in accordance with the development plan. This is supported by Historic England. It is noted that a separate application for Scheduled Monument Consent will be required prior to starting the works.
- 1.2.8 In Section 4.9 I explain that mitigation is in place in the form of a Noise and Vibration Management Plan, to be approved by the relevant local authority, so that suitable mitigation can be secured to address the significant and adverse impacts identified through the Environmental Assessment (Doc Ref NR16). It is noted that additional mitigation to be secured through private agreements is also proposed to mitigate the potential effect on sensitive equipment and works being undertaken in the scientific facilities within the CBC. As a result, Network Rail believe the CSIE Project accords with the relevant development policies on Noise and Vibration.
- 1.2.9 As noted in Section 4.10 the CSIE Project will, based on the proposed mitigation set out in the Planning conditions relating to a CoCP, contaminated land assessment and remediation strategy, not cause adverse effects to health or controlled waters and on completion the land will be suitable for the proposed use. However, there will be a permanent loss of BMV Grade 2 agricultural land. This loss is deemed acceptable in terms of the development plan due to the wider sustainability benefits associated with encouraging a more sustainable form of transport through a modal shift from the car to rail.
- 1.2.10 As set out in Section 4.11 the CSIE Order application was supported by an appropriate Flood Risk Assessment (FRA) in line with the requirements of the NPPF as part of the Environmental Impact Assessment (Doc Ref. NR 16. ES Appendix 18.2). Both the Environment Agency (EA) and Cambridge County Council (CCoC) in their role as the Lead Local Flood Authority (LLFA) have raised no objections on the assessment. As a result, the CSIE Project is considered to be in accordance with the development plan in terms of flood risk. It is noted, several adjacent landowners have raised concerns about their drainage. It is proposed that these will be dealt with through detailed design and agreed through private arrangements with each.
- 1.2.11 Given the lighting proposals are not yet established, Network Rail as set out in Section 4.12 have proposed that this is a matter for detailed design and can addressed through the proposed planning conditions. This would be through the submission of an artificial Lighting scheme for the permanent works and a Lighting Management Plan (as part of the CoCP Part B) for the temporary works. This provides the relevant controls to satisfy the requirements of the development plan.
- 1.2.12 Based on the findings of the ES chapter 7 (Air Quality) and the securing of the proposed mitigation measures through the proposed planning conditions, it is concluded in section 4.13 that the CSIE Project is in accordance with the development plan with respect to Air Quality effects.



- 1.2.13 Based on the findings of the ES chapters 9 (Climate Change Adaption) and 10 (Climate Change Greenhouse Gases) and the securing of the proposed mitigation measures through the proposed planning conditions and design principles, it is concluded in section 4.14 that the CSIE Project is in accordance with the development plan with respect to Air Quality effects.
- 1.2.14 In addition to demonstrating accordance with the development plan, Sections 4.2 to 4.14 set out how the CSIE project complies with other relevant material policy consideration such as the NPPF, National Transport Policy and supplementary planning documents. As such there are no wider material considerations that would lead to the conclusion that planning permission ought not to be granted
- 1.2.15 Most of the objections and representation to the scheme relate to the lack of available detail due to the outline nature of the deemed planning application and fall within the following categories:
- (a) Level of Design
  - (b) Impact on Open Space and provision of Exchange Land
  - (c) Biodiversity including Trees
  - (d) Drainage
  - (e) Effect on existing planning permissions
- 1.2.16 **Level of design**, As noted above the application for deemed planning consent is outline in nature therefore, many aspects of the design are yet to be finally determined. Network Rail have proposed relevant planning conditions to provide the detail at a later date and ensure control of these issues by the relevant local planning authority.
- 1.2.17 **Impact on Open Space and provision of Exchange Land**, Network Rail have tried to limit the amount of public open space required for the CSIE Project both through the permanent works and temporary construction phase. Network Rail have worked with their construction partners to reduce the area of Hobson's Park that is required temporarily during construction by around 50% and removed the hammerhead on the access track required adjacent to the Lond Road 6th form College. Network Rail have issued revised Order plans to reflect this (Doc ref. N23).
- 1.2.18 Network Rail have proposed several planning conditions which will allow the local planning authority to control the development including provision of a CoCP Part B (and associated plans), ecological method statement, arboriculture method statement and tree protection plan, Landscape plans and detailed design of the station. With respect to the final landtake Network Rail have committed through the design principles to minimise the footprint of the works. Any existing public open space land which is being permanently acquired is being replaced with land which is equivalent or better in terms of quantity and quality.
- 1.2.19 The timing of the handover of the Exchange Land has been raised by objectors and Network Rail will ensure this is provided prior to the vesting of the permanent land required for the CSIE project as set out in Section 4.5.
- 1.2.20 **Biodiversity including Trees**, Network Rail have continued to refine their proposals as demonstrated through the reduction in the proposed land needed within Hobson's Park and adjacent Long Road 6th Form college. In addition, Network Rail have updated the Design



Principles to account for additional mitigation for corn buntings and through the approval of the construction ecological method statement can identify further mitigation if necessary for nesting skylarks in the Hobson's Park. The proposed planning conditions regarding ecological method statement, arboriculture method statement and tree protection plan, Landscape plans and Network Rail's commitment to the achievement of 10% biodiversity net gain will ensure detailed proposals are acceptable.

- 1.2.21 **Drainage.** Network Rail have dealt or are dealing with concerns in two ways: using proposed planning conditions regarding the surface water drainage relating to the CSIE Project and individual agreements with Landowners to ensure their existing drainage requirements remain unaffected.
- 1.2.22 **Effect on existing planning permissions,** Network Rail have been working with AstraZeneca and the GCSP to agree a way forward regarding the impact of the CSIE Project on the ability of AstraZeneca to comply with their planning conditions. This is proposed to be addressed two-fold firstly through the Order itself and secondly to compensate AstraZeneca for costs reasonably and properly incurred by the AZ to prepare and submit a Section 73 Application or a Section 96A Application as required to ensure that they are not in breach of the CBC OPP or AstraZeneca RM approvals..

### 1.3 Conclusion

- 1.3.1 The request for deemed planning consent is seeking permission for development which is comparable to outline planning approval. Further details of the development including the detailed mitigation for the construction works, station building design, design of other structures and buildings associated with the development and landscaping/ restoration proposals are proposed to be secured through several planning conditions which are set out in Appendix A. These have been broadly agreed with the local planning authorities.
- 1.3.2 The principle of the proposed CSIE Project is in accordance with the Development Plan and there are no wider material considerations that would lead to the conclusion that planning permission ought not to be granted. It is noted that given the outline nature of the application much of the detail will be subject to the proposed planning conditions, but there is no reason to believe that the details provided will not be capable of complying with the development plan, and ultimately the local planning authority will have control over their discharge in the usual way.
- 1.3.3 Most of the objections to the scheme relate to the lack of available detail due to the outline nature of the deemed planning application. Network Rail continue to refine their detailed design but, are confident that the proposed planning conditions, amendments to the proposed TWAO and agreements with relevant landowners / occupiers affected by the works will ensure that the Project has no unacceptable adverse impacts and fulfil its remit to provide improved public transport access to the CBC and wider area.