

## **Network Rail (Cambridge South Infrastructure Enhancement) Order**

### **Cambridge City Council (OBJ-23)**

#### **Position Statement 10.02.2022**

1. This statement provides an update on the status of the objections made by Cambridge City Council (OBJ-23) (hereafter 'the Council'). The Council provided a summary list of additional evidence required to address its objections in paragraph 6.4 of Ms Burton's Proof of Evidence (OBJ-23-W1/1) listed as items 1-7. These are addressed in turn below under the headings in bold, as well as further matters that the Council wishes to, or has been asked to, comment on. This statement follows the submission of additional information in the Applicant's Rebuttal (NRE-REB-06-0 and NRE-REB-06-1) and further evidence provided in correspondence with the Applicant (copied provided in Appendix A).
2. The Council withdraws its objection to the application and now conditionally supports the application, subject to the conditions discussed below.

**1. Acceptable details about the proposed on site biodiversity mitigation and how options for further onsite mitigation have been exhausted; and acceptable details about the proposed offsite mitigation at Lower Valley Farm (including an acceptable legal mechanism to secure delivery) to demonstrate that the proposals will lead to genuine and demonstrable gains for biodiversity that are resilient to future pressures and supported by appropriate maintenance arrangements, in accordance with the NPPG, the NPPF and Local Plan 2018 policies 67 and 69.**

3. The Applicant has, in response to the Council's request, provided additional information in their rebuttal evidence about proposed onsite habitat retention, enhancement and creation (Rebuttal Appendix A) to inform updated BNG calculations (Rebuttal Appendix B). The Council has reviewed this information and is content that the proposed habitats are appropriate and, subject to detail secured through the proposed condition/s, can be established and maintained to deliver the proposed onsite post-intervention habitat units. The Council is also content that the proposed on-site BNG maximises the potential onsite habitat creation and enhancement options and that it is therefore appropriate to seek offsite BNG provision for the remaining habitat units.
4. The OBJ-23 Rebuttal Appendix B provides the requested BNG metric calculations for onsite and offsite habitat baselines and proposed offsite creation. The Council is satisfied that a 'Good' condition has been assigned to

the Hobson's Park habitat baseline to reflect the fact that these relatively recent habitats are developing in line with the management plans secured by planning condition for the adjacent development sites. The prescription of 'Good' status within the BNG metric baseline takes into account any potential loss of habitat mitigation for previous schemes and therefore negates the need (as the Council had proposed) for a 20% BNG requirement for the scheme to accommodate this risk.

5. The delivery of 10% BNG would be secured through proposed planning condition 13 and the detailed BNG calculations would be secured through the landscape condition 29. The Council has provided its comments on these conditions in Schedule 1 at the end of this statement.
6. The Council is content that the proposed offsite habitat creation at Lower Valley Farm is appropriate and likely to be deliverable subject to an appropriate legal mechanism to secure its delivery. The proposals for Lower Valley Farm are at an appropriate scale, sit within the Cambridge Nature Network as a strategic site for habitat creation and the ownership of the land by Cambridgeshire County Council provides security of long-term governance.
7. For these reasons and subject to an appropriate legal mechanism to ensure delivery of the offsite mitigation (as addressed below), the Council is satisfied that its objections in respect of the BNG calculations and the provision of onsite and offsite mitigation have been overcome. The proposals will lead to genuine and demonstrable gains for biodiversity in accordance with the NPPG, the NPPF and Local Plan 2018 policies 67 and 69.
8. As to the legal mechanism for delivery of the offsite mitigation, the Council has been told by the Applicant that it is discussing an Options Agreement for the mitigation at Lower Valley Farm with Cambridgeshire County Council. The Applicant has advised that Heads of Terms for the Options Agreement have been produced and a draft Options Agreement would be available in a matter of weeks. Additionally, the Applicant has advised the Council that it has requested a letter from Cambridgeshire County Council confirming their commitment to enter into an Options Agreement in respect of the land. Subject to receipt of such a commitment on the part of Cambridgeshire County Council, the Council is satisfied that there are exceptional circumstances to justify the imposition of a condition requiring the delivery of the offsite mitigation to be secured through a Section 106 Agreement.
9. In that regard, the Applicant has advised that they will be unable to enter into a Section 106 Agreement until the Order has been granted, as they do not

currently have an interest in the land. To overcome this and give the Council assurance that the necessary legal mechanism will be secured, the Applicant has proposed using a planning condition requiring them to enter into a Section 106 Agreement upon the granting of the Order and in accordance with the draft Heads of Terms to be agreed prior to determination. The National Planning Practice Guidance allows such conditions in exceptional circumstances, and the Council supports this approach subject to the Applicant demonstrating to the Inspector's satisfaction that exceptional circumstances exist. The Council has suggested wording for an appropriate additional condition in Schedule 1 below.

10. Therefore, subject to receipt of the letter from Cambridgeshire County Council and the imposition of a condition requiring the delivery of the offsite mitigation to be secured through a Section 106 Agreement, the Council withdraws its objection on this basis.

**2. Further assessment of the potential impact on protected Corn Bunting and Skylark within the application site area to inform mitigation measures so that these populations are not negatively impacted during both the construction and operational phase of the proposed development, in accordance with Local Plan 2018 policy 70.**

11. The Applicant has provided additional information within Mr Stone's Proof of Evidence (NRE12.2 para 6.6.1) including updated data from the Cambridgeshire Bird Report which indicated a lower percentage of the county population being present on the site. The Council has reviewed this evidence and considers that this reduces, but does not negate, the concerns set out in Mr Belcher's proof of evidence and that appropriate mitigation for the impact of the proposed construction and post-construction impacts is required. The Council agrees that Corn Bunting and Skylark territories have persisted in the area during previous developments but remains concerned that without mitigation the population may still suffer cumulative impacts from the proposed scheme and recreational pressure. The Council supports the proposed mitigation measures during and post construction, including the use of the proposed exchange land to provide replacement habitat during construction.

12. The updated illustrative landscaping plan (OBJ-23 Rebuttal Appendix A) shows how the habitat could be created (subject to detail approved via planning conditions) and the Council supports the use of the proposed exchange land for ecological mitigation during construction. The Council acknowledges that this means that the proposed exchange land will not be available for recreational use as mitigation for the temporary loss of part of

Hobson's Park during construction. However, on balance, the Council considers this to be acceptable due to the need to provide appropriate ecological mitigation. In weighing up this balance, The Council acknowledges that the Active Recreation Area to the north of the Cambridge Guided Busway is expected to be made available for use within the next year, which will provide additional public open space for recreation, which will provide some mitigation for the temporary loss of part of Hobson's Park.

13. On the basis of the additional information submitted by the Applicant and subject to the proposed conditions 12 to secure an Ecological Method Statement, and 29 to secure a landscape and ecological management plan, the Council's objections on these grounds are withdrawn. The proposal would accord with Local Plan 2018 policy 70.

14. The Council would note for completeness that, as Mr Belcher advised at a meeting with the Applicant on 28 January 2022, the area of land within the proposed exchange land which is proposed to be made available for replacement breeding habitat during construction must be available in a condition suitable for breeding birds, prior to disturbance of existing habitats by development. This would include allowing the currently arable land to naturally develop into ruderal vegetation, or alternately be sown with an appropriate cover crop or grassland mix, and the Applicant will need to consider the timing of their acquisition of this land to ensure suitable habitat will be available for the breeding season April through to September. The Council will not approve the discharge of a planning condition for the Ecological Method Statement if the land cannot be made into a suitable condition in time for the breeding season.

**3. Acceptable details to assess the implications of the proposal on the future maintenance and a management of Hobson's Park, the Active Recreation Area, and the proposed exchange land; and mitigation measures (which could include the provision of new or altered accesses for maintenance, remediation works prior to transfer to the Council, and financial contributions to the Council towards additional costs of maintenance as a result of the proposed works) should be proposed to ensure that the biodiversity and amenity value of the open space provision is acceptable, in accordance with Local Plan 2018 policy 67.**

15. The Applicant's rebuttal evidence commits to entering into an agreement with the Council with respect to contributions towards maintenance for the new landscaping in Hobson's Park in order to make the development acceptable in planning terms. The Council has met with the Applicant to discuss Heads of Terms for a Section 106 Agreement. Officers have advised that contributions

towards the items listed below would be required and would be costed based on the detailed landscaping scheme secured via planning condition:

1. Additional costs of maintenance:
  - a. biodiversity and recreational maintenance costs for both Hobson's Park and the proposed exchange land
  - b. cycle path (if adopted by City Council)
  - c. pedestrian paths
  - d. maintenance access from Long Road
  - e. station access from Addenbrooke's Road – (if to be maintained by City Council)
  - f. lighting, bins, seating, signage.
  - g. new bridges
  - h. additional drainage costs
  - i. public art
2. Inspections during construction (monthly/fortnightly visits)
3. Monitoring costs

16. Draft Heads of Terms have been prepared by the Applicant and provided to the Council on 21 January 2022 which are currently being reviewed by the Council.

17. As set out above, the Applicant has advised that they will be unable to enter into a Section 106 Agreement until the Order has been granted, as they do not currently have an interest in the land. The Council is satisfied that there are exceptional circumstances to justify the imposition of a condition requiring the Applicant to enter into a Section 106 Agreement upon the granting of the Order and in accordance with the draft Heads of Terms to be agreed prior to determination.

18. The Council withdraws its objection subject to the imposition of a planning condition to secure a Section 106 Agreement and agreeing Heads of Terms with the Applicant. The wording for an appropriate condition is provided in Schedule 1 at the end of this statement. The Council continues to work with the Applicant in this respect and will update the Inspector accordingly.

**4. Acceptable details of the landscaping and biodiversity features of the proposed exchange land; and details of an accessible and safe crossing point on Addenbrooke's Road to demonstrate that the permanent loss of 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, in accordance with Local Plan 2018 policy 67.**

19. The landscaping and biodiversity features of the proposed exchange land have been addressed in the comments above under point 2 and are now acceptable.
20. Regarding the accessibility of the proposed exchange land, the Applicant has reviewed access into this area and proposes to secure the delivery of the 'potential future footbridge' across Hobson's Brook as shown on proposed deemed planning consent drawing ref. 158454-ARC-ZZ-ZZ-DRG-LEP-000054. This will ensure access to the exchange land more easily from underneath Nine Wells Bridge providing a safe route from the main park to the exchange land without needing to cross Addenbrooke's Road. The details will be secured through the proposed condition 26 and the timing of delivery before use of the exchange land for public recreation commences will be secured through condition 39 in order to ensure the replacement land is accessible and provides acceptable mitigation for the loss of open space within Hobson's Park. The Council notes that the Applicant has agreed a Statement of Common Ground with the Trumpington Residents' Association in which it has agreed that appropriate conditions should be imposed in this respect (INQ-10, para 6.5.2-6.5.3).
21. The Applicant has also highlighted the existing crossing point of Addenbrooke's Road near to the existing western access into the proposed exchange land, located where Addenbrooke's Road crosses Hobson's Brook. This crossing comprises a pedestrian refuge island. The Council sought advice from Cambridgeshire County Council highways team about the safety of this crossing point for a potential increase in use by people crossing from Hobson's Park or from residences within Clay Farm on the northern side of Addenbrooke's Road into the proposed exchange land to use the two spaces as one area of open space. Advice was sought about whether the existing refuge island should be upgraded to a zebra crossing or signalised crossing point and if required, or whether a programme of monitoring the use of this crossing point is recommended. Cambridgeshire County Council responded that it has not objected to the scheme and therefore the Council is satisfied there are no highway safety concerns with the existing crossing point.
22. Therefore, subject to the imposition of the conditions referred to above to secure the delivery of the Hobson's Brook footbridge, the Council withdraws its objection. The permanent loss of 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, in accordance with Local Plan 2018 policy 67.

**5. Acceptable justification for the both the area of land and the duration for which the temporary acquisition of land is required during construction works to demonstrate that there are material considerations that outweigh the temporary loss of open space and the conflict with Local Plan 2018 policy 67.**

23. The Applicant's Rebuttal (NRE\_REB-06) refers to Mr Barnes' Proof of Evidence (NRE1.2) which describes the location, size and purpose of the compound including compound CC3 within the Hobson's Park. The rationale for the CC3 compound – referred to as the 'station compound' – is based on an approximate size of 70 metres by 30 metres, and details the list of facilities required. The proposed area of Hobson's Park required for temporary acquisition during construction is much larger. Mr Barnes' evidence presented to the inquiry confirmed that the approximate size for the CC3 compound as shown on the plans within his Proof do not include working areas around the site compound, which accounted for the difference between the smaller size of the site compound and the area required for temporary acquisition.
24. The Applicant provided a plan showing an indicative arrangement for the station compound on Hobson's Park via email on 28 January 2022 with accompanying narrative justifying the area required. The indicative plan shows the retention of existing trees and some of the existing footpaths within the site compound area, which the Council supports. The plan also shows the layout of spoil areas, materials and machinery storage areas, and welfare and parking provisions. The Applicant has, verbally, explained to the Council the requirements for the site compound to store large volumes of materials and machinery, and to accommodate up to 300 workers on site at one time in order to make efficient use of the short periods of railway closure to carry out the works.
25. The Council maintains its concern that the station compound will have a significant detrimental impact on Hobson's Park in terms of the temporary loss of open space of recreational and environmental importance so as to give rise to a conflict with Local Plan Policy 67, as set out in its proofs of evidence. However, the Council acknowledges the constraints of the proposed development site and the construction programme, the temporary nature of the impact, and the benefits of the scheme. These are considered to be material considerations which outweigh the conflict with Local Plan Policy 67.
26. The Applicant has advised in the email from Mr Pearson dated 28 January that, *'In principle, Network Rail agrees that it may be possible to reduce the size of the working area in a piecemeal fashion although can't determine at what point the western station works will be substantially complete. It does*

*however undertake to review this with stakeholders over the duration of the work.’* The Council considers that, if it were possible to reduce the size of the working area then this should be required to reduce the loss of open space and that review of the size of the working area should be secured by way of condition 10 through the submission of construction programme details and a phasing plan for the site compounds to be submitted as part of the Code of Construction Practice Part B, as per the comments on the draft condition in Schedule 1 below.

**6. Agreement that the replacement land to compensate for the permanent loss of open space is made available for use before the temporary use commences to provide some mitigation, in accordance with Local Plan 2018 policy 67.**

27. This matter has been covered in the course of discussions over the ecological mitigation which requires use of the proposed exchange land to mitigate for the impact of construction on Corn Bunting and Skylark populations. While the Council has been concerned to ensure that the replacement open space is available for use by members of the public prior to the temporary loss of open space with Hobson’s Park, the Council recognises that Local Plan Policy 67 refers to open space of “environmental” importance as well as of “recreational” importance. The Council considers that the proposed use of the exchange land to provide ecological mitigation for the temporary loss of areas of open space of environmental importance would provide appropriate replacement for the loss of open space in accordance with Local Plan Policy 67. Therefore this objection has been overcome.

**7. An acceptable Arboricultural Implications Assessment to assess the extent of tree removal required at Long Road Sixth Form College to accommodate the development, and the impact on other co-dependent trees, to demonstrate that the proposal would preserve, protect and enhance existing trees, and to ensure that any replacement planting is appropriate, in accordance with Local Plan 2018 policy 71.**

28. The area of land required along the eastern side of the railway line in the grounds of Long Road Sixth Form College has been reduced in the revised deposited plans (NR-09-1). However, the proposals still require a triangle of wooded land, approximately 100 metres in length and at its widest, 7 metres wide, to be temporarily acquired to facilitate access from the MRC car park to the northern most extent of the proposed new Up Loop line, as described in the Network Rail’s Rebuttal. It goes on to say that, beyond this triangle of land, access northwards will be limited to trackside pedestrian traffic to install a new rail boundary fence line. It anticipates the trees along the college boundary will be largely unaffected, although there may be some minor effect

on the root protection areas of the trees where pedestrian traffic will be required and fencepost holes excavated, and some minor understory vegetation clearance may be necessary. However the Council notes that the use of this area – once temporarily acquired – will not be restricted, and therefore the potential impact could be greater.

29. The assessment of the impact on trees in the ES is limited to a plan showing areas of trees to be removed on the eastern side of the railway line in the grounds of Long Road Sixth Form College. The ES was based on the area of temporary land acquisition as shown on the original plans, which has subsequently been reduced, as discussed above. However, the ES does not identify individual trees to be removed or trees that will require significant works. As a result, it is not possible to assess the acceptability of the proposed loss of trees. For this reason, an Arboricultural Implications Assessment (AIA) prepared in accordance with the relevant British Standards is required. Network Rail's Rebuttal (NRE\_REB-06) committed to preparing an AIA, which was provided to the Council on 28 January 2022. Mr Wilson has taken advice from the Council's Tree Officer who has reviewed the AIA and raised various issues with the Applicant in further correspondence, following which additional information and a photograph of the trees was provided by email by the Applicant's planning witness Mr Pearson (Appendix 1).
30. It is stated that the AIA was produced following an arboricultural survey on 14-18 June 2021 in accordance with BS 5837:2. The trees within the grounds of Long Road Sixth Form College have been identified as a group of Beech and Hornbeam. The British Standards state that trees growing as groups or woodland should be identified and assessed as such where the arboriculturist determines that this is appropriate, however an assessment of individuals within any group should still be undertaken if there is a need to differentiate between them (BS 5837:2 section 4.4.2.3). The Council's tree officer has advised that the tree constraints information, which was prepared to inform the design team, is acceptable. However, when it becomes clear that root protection areas cannot be fully respected additional information on individual trees in groups becomes necessary to allow full assessment of the extent of impact on any group.
31. The assessment of the impact on the group has been based on canopy area, stating that the canopy area requiring removal will be 920 square metres out of a total canopy cover of around 6,500 square meters for the group, representing a loss of 14% canopy cover. The methodology has assumed an even spacing throughout, however an email from the applicant's planning witness Mr Pearson advised that 'The spacing along this western line

[adjacent to the railway line] seems to be quite sporadic'. Therefore, this assumption may not be well-founded. The true extent of canopy loss will depend on the size of canopy of individual trees removed and not the area of land required for the development. It could be that the canopy loss is less than indicated because that retained trees canopies can overhang the working area. Conversely the extent of loss may be understated and more trees may need to be removed if the tree canopies are too close to the development to be retained. For this reason, the assessment of the extent of canopy loss is of limited use for assessing the impact on the trees, and the impact on individual trees needs to be assessed.

32. Furthermore, the assessment is limited to the impact on the canopy area and does not take account of the varying maturity and quality of the trees with the group. The Applicant's planning witness provided a photograph taken from within the wooded area in his email dated 4 February 2022, and noted that 'there is already an existing track that runs through the centre of the group with the more mature trees on the western side [adjacent to the railway line]'. His email stated, 'our Arborist is hesitant to give an exact figure on how many trees would require removal without revisiting the site, but they have suggested that we're probably looking at somewhere between 15-25 Early-Mature trees and likely a few more smaller suppressed understorey trees as well'. Based on this evidence, it suggests that the development could require the removal of the best quality trees in the group. However, without a layout with the detailed tree constraints information, the extent of tree removals required cannot be confirmed.

33. Without a detailed assessment of the impact on individual trees, it is also not possible to assess the indirect impact of any tree loss on co-dependent trees resulting from wind damage. The woodland strip is only about 20 metres wide and is dominated by trees of similar age that have established as a single canopy. The trees are therefore co-dependent and rely on their neighbours to withstand wind forces. The potential loss of trees on the leading western edge would expose the retained trees that form the eastern edge of the strip to the prevailing winds from the south-west. The sudden change in wind loading is likely to result in significant additional losses, potentially resulting in harm and/or damage to the retained trees. Therefore, in addition to the direct loss of trees within the area of temporary land acquisition, there is likely also to be an indirect loss of other trees within the group, resulting in further loss of amenity and biodiversity value.

34. While any lost trees within the area could be replaced, such replacement trees could take upwards of 32 years to regain the amenity benefits provided by the existing trees.

35. For these reasons, the Council maintains its concern that, until a detailed AIA showing the impact on individual trees has been provided, the impact on trees cannot be properly assessed. As a result, the Applicant has failed to demonstrate that the proposals would not have a significant impact on biodiversity and amenity as a result of the direct and indirect loss of trees by way of felling, wind damage, significant surgery and potential root damage
36. Notwithstanding this, Local Plan Policy 71 provides that development which involves felling, significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value will not be permitted 'unless there are demonstrable public benefits accruing from the proposal which clearly outweighs the current and future amenity value of the trees'. Taking the scheme as a whole, the proposal would have clear and demonstrable benefits as set out in the evidence from Network Rail (NR11.2) and is supported by Local Plan Policy 5 and the Cambridgeshire and Peterborough Local Transport Plan (2020) (D-09).
37. The amenity value of the trees is described in the ES as 'local', however the trees are clearly visible from Hobson's Park, Addenbrooke's Road, Nine Wells Bridge and the Cambridge Guided Busway and they contribute significantly to the character and appearance of the Green Belt.
38. In the absence of adequate information in respect of the likely nature and extent of tree loss, the Council has assumed that there could be a significant amount of tree loss, greater than has been assumed in the AIA and including, possibly, the entire width of at least part of the tree belt in the location concerned (due to the potential impact from wind damage).
39. On balance, however, as a result of the reduction in the area of temporary land acquisition and the other matters set out in the AIA, the Council now considers that the potential future impact on the trees – in terms of both potential direct and indirect impacts – is outweighed by the public benefits accruing from the proposal, in accordance with Local Plan Policy 71, subject to mitigation being secured to minimise the impact on the retained trees and to provide appropriate replacement planting.
40. An acceptable Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) must be secured via the deemed planning conditions. Replacement planting must be provided following the return of the land temporarily acquired back to Long Road Sixth Form College, and these details must be provided in the detailed landscaping scheme secured via condition 29. A commitment to replace any trees shown to be retained in the approved AMS and TPP that are removed, uprooted, destroyed or die as a

result of the development hereby permitted within five years of project completion must also be secured via condition.

41. On this basis, the Council maintains its concern about the adequacy of the information submitted in respect of the impact on trees and in respect of the extent and nature of tree loss. However, having regard to the information that has been submitted in the AIA, the Council withdraws its objection on the grounds that there are demonstrable public benefits which would outweigh the potential impact on trees, in accordance with Local Plan Policy 71, subject to the imposition of appropriate conditions to secure an the Arboricultural Method Statement and Tree Protection Plan, and replacement planting.

### **Other matters**

**Para 5.5 i. The proposed layout of new future routes across the public open space does not consider the impact on the remaining green spaces function and use for recreation. The proposed routes south of the guide bus route and the land separated / isolated by any new cycle and walking routes to the station are not supported in their current form and require further review. These new routes will result in changes to the layout and form and will reduce the available spaces for active recreation in the space. Consideration needs to be given to the quality and form of the links to the areas proposed as mitigation land.**

42. On 19 January 2022, the Applicant provided a plan showing an alternative alignment which runs alongside the Cambridge Guided Busway for part of its length, before diverting southwards where the embankment begins and heading towards the new station. The Council has reviewed the plan and sought advice from the Council's landscape officer and colleagues at Cambridgeshire County Council on the matter of cycle safety. The advice from the County Council's cycling officer raised concerns about the proximity of cyclists to the busway route given the predicted traffic generation and recommended a separation between the cycle route and the busway route in the interests of cycle safety. Furthermore, both the Council's landscape officer and the County Council's cycling officer raised concerns that a desire line from the western end would be created along the route currently proposed.
43. The Council has considered this advice and has weighed this against the detrimental impact of the disaggregation of this area of public open space on its recreational use. The Council considers that the alignment originally proposed and shown on the proposed plans is a preferable objection subject to mitigation for the impact on the open space. This includes a softening of

the impact of the path on the park, in terms of the surfacing, lighting and planting scheme. The details of this would be secured through the proposed landscaping condition 29 and would require the path to be adopted by Cambridge City Council rather than built to the Highways Authority's adoptable standards. Therefore, it will be necessary to secure financial contributions towards the ongoing maintenance of the path through a Section 106 Agreement, and the Council notes the support in principle from Network Rail to make contributions. Finally, the mitigation must include enhancements to the area between the new path and the Cambridge Guided Busway to put this area to an alternative use given the recreational use of the area will be diminished. This could include landscape and biodiversity enhancements, such as screening of the busway, tree and shrub planting, meadow seeding or ponds. The details of this would be secured through condition 29 in respect of landscaping, however the area should be identified for enhancement in the Design Principles.

44. For these reasons and subject to the imposition of condition 29 requiring submission of a landscaping scheme, the Council withdraws its objection.

#### **5.4 (d) Replacement planting to mitigate loss from AstraZeneca (AZ) and Cambridge Biomedical Campus (CBC)**

45. The Council has discussed the loss of the structural planting on the AZ site with the Applicant. This structural planting was secured through conditions on the outline consent for the Cambridge Biomedical Campus to mitigate the visual impact of the campus development on the surrounding area particularly Hobson's Park and the Green Belt. The Applicant provided a plan showing the proposed development overlaid on the AZ scheme which identified the structural planting that would be lost, and the limited opportunity for replacement planting on the AZ site. The Applicant also provided a plan showing possible replacement planting within Hobson's Park. In line with this, proposed two new Design Principles (Ref. 3.7P & Q in Appendix C to NRE9.3) comprising:

3.7P, Green Fencing, The proposed landscape design will seek to incorporate a living green fence between the AstraZeneca car park and the Cambridge South Station.

3.7Q, Structural Planting, To include replacement planting Within Hobson's Park for the structural planting lost on the western boundary of the railway adjacent AstraZeneca. This will include:

- 20 No. large trees

- 44 No. small trees
- 2 No. bat boxes
- 4 No. bird boxes

46. The Council supports these proposals as acceptable mitigation for the loss of structural planting on the AZ site. The Council withdraws its objection subject to conditions 3 and 29 to secure a landscaping scheme compliant with the Design Principles as amended with the addition above, and implementation of the planting within an agreed timetable also secured through condition 29.

47. In addition to this, during the course of the public inquiry, the Council has been advised of a similar concern relating to the University of Cambridge's Anne McClaren Building (AMB), where permanent acquisition of a strip of land adjacent to the railway impacts on the structural planting. The Council has asked the Applicant to provide a plan showing the proposed development overlaid on the AMB landscaping scheme so that the loss of structural planting can be assessed. The Council has also requested details of proposed mitigation identifying opportunities for replacement planting on the AMB site or within Hobson's Park. Mr Pearson has advised that this information is being prepared. The Council requests sight of this information before commenting on appropriate additions to the Design Principles document to secure mitigation, however expects this issue to be resolved in due course.

48. Comments on the legal implications for the AZ and AMB planning consents and the proposed draft Article 35 are provided below.

### **Electrical Vehicle Charging**

49. Notwithstanding the Applicant's Rebuttal which contested the delivery of active charging points, the Applicant's Opening Statement (INQ-04) to the public inquiry confirmed the provision of four active charging points as well as passive provision for further points in the future (para 15). Subject to the imposition of condition 32 to secure the installation of the active charging points prior to first occupation, and for ongoing maintenance, in addition to passive provision, the Council withdraws its objection on this basis.

### **Environmental Statement (ES)**

50. The Applicant's Rebuttal advised that the proposed condition to secure the mitigation identified within the Environmental Statement does not meet the tests for a planning condition in terms being necessary and reasonableness.

The Applicant has advised that the proposed conditions cover the mitigation measures identified in the ES, and that if the Council can identify specific issues they believe need to be addressed or mitigation secured then they are happy to discuss and include in the proposed planning conditions as necessary. The Council accepts this position, subject to all parties ensuring that the mitigation has been secured by other means through the Order or the deemed planning consent.

### **Planning conditions**

51. The Council is working with the Applicant with a view to agreeing a set of draft planning conditions. Comments are provided on the conditions and any additional conditions in Schedule 1 at the end of this statement. These comments are made on the conditions contained within Mr Pearson's proof of evidence.

### **Design Principles**

52. The Council is working with the Applicant with a view to agreeing the Design Principles document. Comments have been provided on the draft Design Principles documents contained within Mr Pearson's proof of evidence on 7 February including the following substantive additions which reflect the comments above:

1. References to the requirements for public art, which are to be secured through planning condition;
2. Landscape enhancements to the area between the new path across Hobson's Park and the guided busway, as mitigation for the reduced recreational use of this part of the open space;
3. Mitigation for any loss of structural planting on the Anne McClaren Building is required, with the detail to be specified following further information from the Applicant to determine the mitigation required.

### **Draft Heads of Terms**

53. As above, draft Heads of Terms have been prepared by the Applicant and provided to the Council on 21 January 2022 which are currently being reviewed by the Council. The Council continues to work with the Applicant in this respect and will update the Inspector accordingly.

## **Amendments to the draft Order**

54. The Applicant produced amendments to the draft Order on the opening day of the public inquiry (1 February), which had not previously been shared with the local planning authorities. The relevant amendments were to Article 35 and effectively seek to remove the liability for planning enforcement against compliance with the conditions on the outline consent for the Cambridge Biomedical Campus (CBC) consent relating to structural landscaping on the western side of the campus adjacent to the railway line. On 8 February 2022, the Applicant provided a further version of Article 35 which additionally addressed the Anne McClaren Building (University of Cambridge).
55. As set out above in respect of Point 5.4(d), the Council is satisfied that the Applicant's landscaping proposals provide adequate mitigation in respect of the boundary landscaping between the railway and the CBC and that this provides appropriate replacement mitigation for the mitigation previously required pursuant to Conditions 42 and 45 of the outline consent for the CBC. In principle, the Council agrees that it is in principle appropriate to include provision within the Order which effectively disapplies the landscaping conditions associated with the outline planning permission (Conditions 42 and 45 of Permission 06/0796/OUT) insofar as they apply to development within Order limits.
56. However, the Council considers that any disapplication of the conditions imposed on the outline consent for the CBC or immunity from enforcement action should be limited to that which is necessary and that any such disapplication of conditions or immunity from enforcement action needs to be justified. The Council has not seen any evidence to justify any wider disapplication of the conditions on the outline consent aside from the landscaping matters referred to above nor to justify the provision of immunity against enforcement action in respect of any development permitted under the outline consent (whether or not within the Order Limits).
57. The Council understands that the Applicant is currently reviewing the wording of Article 35 and will provide justification in support of its proposed wording in due course. The Council will keep the wording of Article 35 under review in light of its position set out above.

## **Adoption of Biodiversity SPD**

58. The Council wishes to bring to the Inspector's and the Applicant's attention the adoption of the Biodiversity SPD by the Council on 11 January 2022. This was referred to as 'pending adoption' in the list of material considerations in

Ms Burton's Proof of Evidence. The Council considers that this does not materially change the Council's position on biodiversity matters. A copy of the document can be provided upon request.

**END**

## **SCHEDULE 1: Proposed Planning Conditions to be Attached to Deemed Planning Permission with the Council's Comments**

The Council has set out below its comments on the planning conditions. The black text shows the conditions as they were appended to Mr Pearson's proof of evidence. Since that time, further changes have been proposed by the Applicant and in some cases agreed by the Council. A further version of the conditions was provided the Applicant to the Council on 4 February 2022 and the changes are highlighted in tracked changes in the second column. In the third column of the table, the Council provides its comments on the conditions as amended.

### Interpretation

In the following conditions—

- a) "the Order" means The Network Rail (Cambridge South Infrastructure Enhancements) Order 2021;
- b) "the development" means the development authorised by the Order and this Direction under deemed planning permission.
- c) "the Code of Construction Practice (Part B)" means the code of construction practice to be submitted to and approved by the local planning authority under condition 10(b) (Code of Construction Practice);
- d) "the Environmental Statement" means the Environmental Statement that accompanied the application for the Order;
- e) "the Flood Risk Assessment" means the flood risk assessment prepared by Arcadis dated May 2021, as submitted in the Environmental Statement;
- f) "the local planning authority" means Cambridge City Council or South Cambridgeshire District Council, as the context requires;
- g) "the planning drawings" means the drawings listed in Part 1 of Schedule 2 to the request for deemed planning permission;
- h) "parameter plans" means the parameter plans listed in Part 2 of Schedule 2 to the request for deemed planning permission.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
1.	Time for commencement	<p>The development hereby permitted must commence before the expiration of 5 years from the date on which the Order comes into force.</p> <p>Reason: To ensure that the development is commenced within a reasonable period of time.</p>	Agreed.
2.	Accordance with drawings	<p>The development <u>hereby approved</u> must be carried out in accordance with the <u>approved</u> planning drawings.</p> <p>Reason: To ensure compliance with the approved plans and for the avoidance of doubt.</p>	Agreed.
3.	Accordance with Design Principles	<p>The development <u>hereby approved</u> must be carried out in accordance with the <u>Cambridge South</u> Design Principles <u>scheduled in approved Cambridge South Design Principles (Appendix A of the Design and Access Statement 158454-ARC-ZZ-ZZZ-REP-EAR-0000</u></p> <p>Reason: <u>To ensure that the design achieves a high quality and contextually appropriate station and associated public realm</u>.</p>	Agreed, subject to updated document reference provided by Network Rail and policy references in the reason.
4.	Changes	<p>Where under any of these conditions the approval, agreement or consent of the local planning authority is required to any matter, that approval, agreement or consent must be given in writing. The development must be implemented in accordance with any such approval, agreement or consent, or any subsequent revisions that have been submitted to, and approved by, the local planning authority.</p> <p>Reason: To provide for certainty in the approvals and implementation processes.</p>	<p><b>Not agreed.</b></p> <p>This condition is not necessary as the wording of each condition requires the development to be carried out in accordance with the approved details, whether these are the first or subsequent submission of details.</p>

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
5.	Phasing Plan	<p>No development shall commence (including demolition <u>and enabling works</u>) until a Phasing Plan for the development hereby permitted has been submitted to and approved in writing by the local planning authority. The Phasing Plan must include a proposed sequence for the proposed works including the following elements:</p> <ul style="list-style-type: none"> <li>(i) Enabling works e.g. archaeology and site investigations</li> <li>(ii) Cambridge South station;</li> <li>(iii) Alterations to Webster's Footbridge;</li> <li>(iv) Accommodation bridge over Hobson's Brook;</li> <li>(v) Railway Systems Compound;</li> <li>(vi) Landscaping; and</li> <li>(vii) Any other building/structure or alteration to an existing building/structure for which details of scale and external appearance were not provided as part of the request for the planning direction.</li> </ul> <p>The phasing plan shall identify:</p> <ul style="list-style-type: none"> <li>a) any phases of development to which planning conditions 6, 7, 8, 10, 11, 12, [BNG condition number], 13, 26, 29 or [AMS &amp; TPP condition number] will not apply, and in each of those conditions a 'Specified Phase' means any phase of the development for which the approved Phasing Plan specifies that the relevant condition will not apply.</li> <li>b) Indicative duration of works for each area including when areas of open space used temporarily for construction <u>can will</u> be made available to the public.</li> </ul> <p>The development shall only be carried out in accordance with the approved details <u>submitted</u>.</p> <p>Reason: To clarify how the works are to be phased to assist with the determination of discharge of conditions</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
6.	Submission of preliminary contamination assessment	<p>Prior to the commencement of each phase of the development (other than a Specified Phase) a site investigation strategy for that phase setting out the location and details of the site investigations to be carried out to effectively determine the nature and extent of any contamination, including soil, gas and/or water to inform the remediation strategy shall be submitted to and approved in writing by the local planning authority.</p> <p>The site investigation strategy will be based on the information identified in the desk study undertaken to support Chapter 12 of the Environmental Statement (doc NR16).</p> <p>The site investigations shall <u>only</u> be undertaken in accordance with the <u>S</u>site investigation strategy approved in writing by the <u>relevant-local</u> planning authority.</p> <p>Reason: To mitigate anticipated construction impacts arising from the development and to ensure that the development does not adversely affect human health or the environment during and following construction.</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
7.	Submission of site investigation report and remediation strategy	<p>Prior to undertaking any excavations with the exception of works agreed under conditions 6 (site investigations) and 11 (Archaeology) or <del>a Specified P</del><del>hases identified under condition 5</del> the following shall be submitted to and approved in writing by the local planning authority:</p> <p>(a) A site investigation report detailing the findings of the site investigations carried out under <del>C</del>condition 6 to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors.</p> <p>(b) A proposed remediation strategy detailing the works required in order to address unacceptable risks from the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.</p> <p>The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.</p> <p>The works shall <del>only</del> be undertaken in accordance with the <del>approved R</del><del>emediation S</del>strategy approved in writing by the relevant planning authority.</p> <p>Reason: To mitigate anticipated construction impacts arising from the development and to ensure that the development does not adversely affect humans or the environment during and following construction</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
8.	<b>Implementation and completion of remediation strategy works</b>	<p>Prior to the first occupation of land under any phase of the development (other than a Specified Phase) the following shall be submitted to and approved in writing by the local planning authority:</p> <p>(a) a completion report demonstrating that the approved remediation scheme as required by condition 7 has been undertaken and that the land has been remediated to a standard appropriate for the end use; and</p> <p>(b) details of any post-remedial sampling and analysis (as defined in the approved Material Management Plan submitted under the Code of Construction Practice Part B) shall be included in the completion report along with all information concerning materials brought onto, used in, and removed from the development.</p> <p>The information provided must demonstrate that the site has met the required clean-up criteria set out in the remediation strategy.</p> <p>Reason: To mitigate anticipated construction impacts arising from the development and to ensure that the development does not adversely affect humans or the environment during and following construction.</p>	Agreed.
9.	<b>Unexpected contamination</b>	<p>If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease in the contaminated area until the local planning authority has been notified and a remediation strategy including details of any further site investigations required to address unexpected contamination the has been approved following steps (a) and (b) of condition 7 above.</p> <p>The approved remediation shall then be fully implemented under condition 7.</p> <p>Reason: To mitigate anticipated construction impacts arising from the development and to ensure that the development does not adversely affect humans or the environment during and following construction.</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
10.	<b>Code of Construction Practice</b>	<p>(a) The development must be carried out in accordance with the provisions of the Code of Construction Practice (Part A) contained in the Environmental Statement (Volume 3: Appendix 2.4) unless amended through the CoCP Part B.</p> <p>(b) Other than in relation to a Specified Phase no development or phase thereof <del>shall</del> <u>is to</u> commence until a Code of Construction Practice (Part B) has been submitted to and approved by the local planning authority for that phase of work.</p> <p>The Code of Construction Practice (Part B) <del>shall</del> <u>will</u> include the following documents other than in relation to a Specified Phase:</p> <ol style="list-style-type: none"> <li>1) Flood Emergency Response Plan</li> <li>2) Emergency and Incident Response Plan</li> <li>3) Dust management Plan</li> <li>4) Construction Logistics Plan</li> <li>5) Construction Travel Plan</li> <li>6) Construction Traffic Management Plan</li> <li>7) Site Waste Management Plan</li> <li>8) Materials Management Plan (Includes storage of excavated material)</li> <li>9) Lighting Management Plan</li> <li>10) Pollution Control Plan</li> <li>11) Carbon Efficiency Plan</li> <li>12) Noise and Vibration Management Plan</li> <li><u>13) Details of any temporary structure, plant or machinery greater than 15 metres in height above existing ground level.</u></li> </ol> <p><u>The development shall only be carried out in accordance with the approved details.</u></p> <p>Reason: To mitigate anticipated construction impacts arising from the development, <del>and</del> to protect local and residential amenity, <u>and to safeguard Cambridge Airport.</u></p>	<p>Agreed subject to insertion of additional parts below required to allow the size of the site compounds to be kept under review and the temporary use of Hobson's Park to be minimised as much as possible.</p> <p>14) A construction programme 15) A phasing plan for the site compounds</p>
11.	<b>Archaeological mitigation, investigation and evaluation</b>	<p>No development [or phase thereof] other than a Specified Phase shall commence until the implementation of a programme of archaeological investigations [for that phase] has been undertaken in accordance with a written scheme of investigation which has been submitted to and approved by the local planning authority. The approved scheme shall be implemented in full including any post development requirements, e.g. archiving and submission of final reports.</p> <p>Reason: To ensure that the archaeological investigation is initiated at an appropriate point in development procedure.</p>	Agreed.

12.	<b>Construction Ecological Method Statement (EMS)</b>	<p>No development [or phase thereof] other than a Specified Phase shall commence until an Ecological Method Statement (EMS) [for that phase] addressing protection, enhancement, mitigation and compensation during construction has been submitted and approved in writing by the local planning authority. The EMS shall include the following:</p> <p>(a) Review of site potential and constraints, based on species surveys and operational limitations of the site.</p> <p>(b) Detailed design(s) and/or working method(s) to achieve stated objectives, including:</p> <ul style="list-style-type: none"> <li>i. Risk assessment of potentially damaging construction activities.</li> <li>ii. Identification of “biodiversity protection zones”.</li> <li>iii. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).</li> <li>iv. The location and timings of sensitive works to avoid harm to biodiversity features.</li> <li>v. The times during construction when specialist ecologists need to be present on site to oversee works.</li> <li>vi. Responsible persons and lines of communication.</li> <li>vii. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.</li> <li>viii. Use of protective fences, exclusion barriers and warning signs if applicable (Excluding Trees).</li> </ul> <p>(c) Extent and location/area of proposed works on appropriate scale maps and plans.</p> <p>(d) Details of monitoring and remedial measures, including timetable for submission to local planning authority</p> <p><a href="#"><u>(e) Details of the mitigation for breeding birds, including within the exchange land, which must be made available in a condition suitable for breeding birds before the commencement of any breeding season in which there will be disturbance of existing habitats-</u></a></p> <p>The strategy shall also set out (where the results from monitoring show that conservation aims and objectives of the EMS are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved development. <a href="#"><u>The development shall only be</u></a></p>	Agreed.
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No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
		<p><u>carried out in accordance with the EMS approved in writing by the local planning authority. The EMS shall be implemented and maintained in accordance with the approved details.</u></p> <p>Reason: To ensure that the development does not adversely affect the natural wildlife and ecology of the area.</p>	
13.	<b>Biodiversity Net gain</b>	<p><u>Network Rail shall achieve 10% Biodiversity Net Gain (BNG) based on the DEFRA metric V2 calculations. This shall be achieved through a combination of the Landscape proposals subject to condition 29 and, if required, off site means.</u></p> <p>No development or phase thereof (other than a Specified Phase) shall commence until a Biodiversity Net Gain (BNG) report, demonstrating BNG best practice and minimum 10% BNG (to include DEFRA metric V2 calculations and assumptions made) has been submitted to and approved in writing by the local planning authority.</p> <p><u>Reason: To mitigate the impact of development and enhance biodiversity on the site and nearby.</u></p>	<p>Agree the wording provided by NR in email from Mr Pearson 03.02.2022:</p> <p>The development hereby approved must achieve a minimum 10% Biodiversity Net Gain as demonstrated through document NRE-REB-06-01 containing Biodiversity Metric 2.0 calculations based on drawing Retained Enhanced and Created Habitat within Site Boundary dated January 2022. Updated Biodiversity Net Gain calculations based on the DEFRA metric V2 calculations will be submitted in accordance with Condition 29 to demonstrate the authorised development will achieve 10% Biodiversity Net Gain and confirm the units for different habitat types onsite and offsite.</p>

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
14.	<b>Construction Surface water drainage Strategy - Construction</b>	<p>No development (or phase thereof) except for site investigations, works to trees, demolition or works under any Specified Phase <del>shall commence</del> shall commence until details of measures <del>indicating how to avoid</del> additional surface water run-off from the site <del>will be avoided</del> during the construction works <del>(or phase thereof)</del> have been submitted to and approved in writing by the Local Planning Authority.</p> <p><del>This could include. The applicant may be required to provide</del> collection, balancing and/or settlement systems for these flows <del>and shall. This should</del> include the maintenance <del>details</del> proposals during construction. The approved measures <del>and systems</del> shall be brought into operation before any works <del>(or phase thereof)</del> commence and shall be maintained in accordance with the approved details. <del>to create buildings or hard surfaces commence.</del></p> <p><del>The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of the respective phase of the development or in accordance with the implementation programme agreed in writing with the local planning authority.</del></p> <p>Reason: To ensure appropriate surface water drainage and to prevent the increased risk of flooding.</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
15.	<b>Operational Surface water drainage Strategy operation</b>	<p>No development (or phase thereof) except for site investigations, works to trees, demolition or works under any Specified Phase shall commence until a surface water drainage <u>scheme strategy (for that phase)</u>, based on sustainable drainage principles and principles within section 6 of the Flood Risk Assessment, has been submitted to and approved in writing by the local planning authority. The scheme shall include where appropriate:</p> <p>(a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events.</p> <p>(b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance.</p> <p>(c) Site Investigation and test results to confirm infiltration rates.</p> <p>(d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.</p> <p>(e) Details of the maintenance/adoption of the surface water drainage system.</p> <p><u>(f) Measures taken to prevent pollution of the receiving groundwater and/or surface water.</u></p> <p>The scheme shall subsequently be implemented <u>only</u> in accordance with the approved details <u>and shall be completed and operational</u> prior to the occupation of the respective phase of the development or in accordance with the implementation programme agreed in writing with the local planning authority.</p> <p>Reason: To ensure appropriate surface water drainage and to prevent the increased risk of flooding.</p>	<p>Agreed, subject to removal of '(or phase thereof)' which is not necessary and insertion of document reference details for the Flood Risk Assessment to be confirmed by the Applicant.</p>

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
16.	<b><u>Operational</u></b> <b>Surface water drainage scheme</b>	<p>No development (or phase thereof) except for site investigations, works to trees, demolition or works under any Specified Phase shall commence until a surface water drainage scheme (for that phase), based on the <u>approved operational</u> surface water drainage strategy, has been submitted to and approved in writing by the local planning authority. The scheme shall include where appropriate:</p> <p>(a) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers.</p> <p>(b) Details of the proposed attenuation and flow control measures.</p> <p>(c) <u>Details of the measures</u> taken to prevent pollution of the receiving groundwater and/or surface water.</p> <p>(d) Full details of culvert extension appropriately sized to convey the existing channel modelled flow.</p> <p><u>e) Full details for the long term maintenance/adoption of the surface water drainage system. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.</u></p> <p>The scheme shall subsequently be implemented <u>only</u> in accordance with the approved details <u>and shall be completed and operational</u> prior to the occupation of the respective phase of the development or in accordance with the implementation programme agreed in writing with the local planning authority.</p> <p>Reason: To ensure appropriate surface water drainage and to prevent the increased risk of flooding.</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
17.	<b>Detailed design approval: Cambridge South station</b>	<p>No development relating to the construction of Cambridge South station shall commence until full details of the scale, massing and external appearance, including details of floor <u>plans, biodiverse and roof plans</u>, elevations, and long sections of the development has been submitted to, and approved by, the local planning authority.</p> <p>This must be in accordance with the <u>approved</u> parameter plans, and shall be submitted with a Design Compliance Statement demonstrating compliance with the relevant <u>approved</u> Cambridge South Design Principles (<del>Appendix A of the Design and Access Statement 158454-ARC-ZZ-ZZZ-REP-EAR-00000</del>). The submitted scale details must include plans at a minimum scale of 1:250, and elevations at a minimum scale of 1:100.</p> <p><u>The development shall be only be carried out in accordance with the approved details.'</u></p> <p>Reason: To enable reasonable and proper control to be exercised over these aspects of the development <u>and to ensure high quality development which responds appropriately to the site context.'</u></p>	Agreed subject to NR inserting the approved Design Principles document reference details.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
18.	<b>External Materials: Cambridge South Station</b>	<p><del>No development relating to the</del> construction of any part of Cambridge South station that is intended to be externally visible on completion of the development shall commence until the following has been submitted to and approved in writing by the local planning authority. <del>Development shall be carried out in accordance with the approved details.</del></p> <p>a) details of all the materials for the external surfaces of buildings to be used in the construction of the development  b) a sample panel for relevant materials (including external brickwork) <u>to include details of fixings, finishes and junctions between materials</u> shall be submitted to and approved in writing by the local planning authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.</p> <p><u>Development shall be carried out in accordance with the approved details.</u></p> <p>Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).</p>	Agreed.
19.	<b>Roof Top Plant: Cambridge South Station</b>	<p><del>Any</del> <del>No</del> roof mounted plant/equipment shall <del>not</del> be installed until details of the plant/equipment have been submitted to and approved in writing by the local planning authority. The details shall include the type, dimensions, materials, location, and means of fixing. The development shall <u>only</u> be carried out in accordance with the approved details.</p> <p>Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
20.	<b>Public Art: Cambridge South Station</b>	<p><u>Prior to or concurrently with the first submission of details of the Cambridge South Station building or the hard and soft landscaping scheme , whichever is sooner</u><del>No development relating to the construction of Cambridge South station shall commence until</del> a Public Art Delivery Plan (PADP) <u>shall be</u> <del>has been</del> submitted to and approved in writing by the local planning authority. The PADP must include the following:</p> <ul style="list-style-type: none"> <li>(a) Details of the public art and artist commission;</li> <li>(b) Details of how the public art will be delivered, including a timetable for delivery;</li> <li>(c) Details of the location of the proposed public art on the application site;</li> <li>(d) The proposed consultation to be undertaken;</li> <li>(e) Details of how the public art will be maintained;</li> <li>(f) How the public art would be decommissioned if not permanent;</li> <li>(g) How repairs would be carried out; and</li> <li>(h) How the public art would be replaced in the event that it is destroyed.</li> </ul> <p><u>(i) Details of the proposed budget:</u></p> <p>The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements</p> <p>Reason: To provide public art as a means of enhancing the development (Cambridge Local Plan policies 55 and 56 and the Cambridge City Council Public Art SPD (2010).</p>	Agreed.
21.	<b>Waste: Cambridge South Station</b>	<p>No development relating to the construction of Cambridge South station shall commence until a scheme for the on-site storage facilities for commercial waste, including waste for recycling has been submitted to and approved in writing by the local planning authority. The approved scheme shall be carried out before the use is commenced and shall be retained as such.</p> <p>Reason: To ensure that the need for refuse and recycling is successfully integrated into the development.</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
22.	<b>Cycle Parking: Cambridge South Station</b>	<p><u>The</u> Cambridge South station shall not be brought into use until cycle parking for station <u>staff and</u> users has been installed and made operational in accordance with details that have been submitted to and approved in writing by the local planning authority. <del>The number of cycle parking shall be agreed by the local highways authority.</del> The details shall include <u>a minimum 1,000 cycle parking spaces,</u> the type of stands, location and means of enclosure, and shall include a cycle parking management plan. The cycle parking shall be provided and maintained in accordance with the approved details.</p> <p>Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 Policy 82).</p>	Agreed.
23.	<b>BREEAM Pre-Assessment: Station Building</b>	<p>No development relating to the station building shall commence until a BREEAM preassessment prepared by an accredited BREEAM Assessor has been submitted to, and approved by, the local planning authority indicating that the building is capable of achieving the applicable 'excellent' rating as a minimum, with maximum credits achieved for Wat 01.</p> <p>Reason: In the interests of reducing carbon dioxide emissions, ensuring efficient use of water and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
24.	<b>BREEAM Design Stage Certification</b>	<p>Within 6 months of <del>the commencement of development of the station building</del> <del>Specified Phase</del>, a BRE issued Design Stage Certificate shall be submitted to and approved in writing by the local planning authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the development.</p> <p>Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).</p>	Agreed.
25.	<b>BREEAM Post Construction Certification</b>	<p>Within 6 months of occupation of Cambridge South station, a BRE issued post Construction Certificate shall be submitted to and approved in writing by the local planning authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.</p> <p>Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
26.	<b>Detailed design approval: Other elements of the proposed development</b>	<p>No development relating to the following elements <del>of the development</del> shall commence <del>(or phase thereof)</del> until full details of the scale and external appearance of the development concerned has been submitted to, and approved <u>in writing</u> by, the local planning authority.</p> <p>(a) Alterations to Webster's Footbridge.  (b) Accommodation bridge over Hobson's Brook.  (c) Railway Systems Compound Buildings and Structures.  (d) <u>Exchange land footbridge over Hobson's Brook</u>  (e) Any other building/structure or alteration to an existing building/structure for which details of scale and external appearance were not provided as part of the request for the planning direction.</p> <p>Design details must be in accordance with the <u>approved</u> parameter plans.</p> <p>The submitted scale details must include plans at a minimum scale of 1:250, and elevations at a minimum scale of 1:100 and details of external appearance shall include samples of materials to be used externally.</p> <p><u>The development shall only be carried out in accordance with the approved details.</u></p> <p>Reason: To enable reasonable and proper control to be exercised over these aspects of the development.</p>	Agreed.
27.	<b>Lighting Scheme</b>	<p>No permanent artificial lighting shall be installed until a detailed artificial lighting scheme <u>including a plan showing lux levels</u> has been submitted to and approved in writing by the local planning authority. The lighting scheme shall meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light - GN01/20 (2020)(or as superseded)'.</p> <p><u>The development shall be carried out only in accordance with the approved details.</u></p> <p>Reason: To protect the amenity of nearby <del>residential</del> properties <u>and to minimise light pollution, and to protect species</u> (Cambridge Local Plan 2018 policy 34).</p>	Agreed.

No.	Subject	Proposed Wording as per Mr Pearson's Proof of Evidence with tracked changes discussed with the applicant	LPA comment on the wording in column 3 including tracked changes
28.	<b>Soil Management Plan</b>	<p>No development except for <u>approved</u> works to trees or any Specified Phase shall commence until a Soils Management Plan detailing protection of ground to be reinstated to open space, sustainable drainage or general landscape, methodology of soil stripping, storage, handling, haul routes, formation level decompaction measures, soil re-spreading and decompaction as well as soil/spoil disposal (if necessary).</p> <p>Development must be carried out in accordance with the approved details and in accordance with the recognised 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' produced by DEFRA and Protecting and Enhancing Soils Policy Position Statement produced by Chartered Institute of Water and Environmental Management (CIWEM).</p> <p>Reason: To ensure that the details of the groundworks are acceptable (Cambridge Local Plan 2018; Policies 55, 57 and 59).</p>	Agreed.

29.	Hard and Soft Landscape	<p>No development <del>or phase thereof (other than a Specified Phase except for those phases identified under condition 5)</del> shall commence until details of a hard and soft landscape scheme have been submitted to and approved in writing by the local planning authority. This scheme must be in accordance with <u>the approved Parameter Plans 158454-ARC-ZZ-ZZ-DRG-LEP-000101</u>, and shall be submitted with a Design Compliance Statement demonstrating compliance with the relevant Cambridge South Design Principles <del>(Appendix A of the Design and Access Statement 158454-ARC-ZZ-ZZZ-REP-EAR-00000)</del>. Details of the scheme must include:</p> <p>(a) proposed finished levels or contours including proposed grading and mounding of land areas including sections through the areas to show the proposed make-up of the mounding, the levels and contours to be formed and showing the relationship of proposed mounding to existing vegetation and surrounding landform</p> <p>(b) details of post formation soil decompaction.</p> <p>(c) car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; tree pits, including those in planters, <u>wayfinding structures</u>, hard paving and soft landscaped areas, minor artefacts and structures (e.g. Street furniture, location of artwork, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (underground elements need to be coordinated with the landscape plans prior to be being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports);</p> <p>(d) planting plans: written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;</p> <p>(e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected; <del>and</del></p> <p>(f) a landscape <del>and ecology maintenance and</del> management plan for proposed landscaped areas and green biodiverse roof, including long term design objectives, management responsibilities and maintenance schedules/programme for all landscape areas; <del>and</del></p> <p>(g) <u>a Biodiversity Net Gain (BNG) report (including DEFRA metric V2 calculations) demonstrating BNG best practice and how the scheme contributes to the minimum 10% BNG for the development as a whole.</u></p> <p>(h) <u>a wayfinding strategy</u></p> <p><u>The development shall only be carried out in accordance with the approved details.</u></p> <p><u>If</u> within a period of five years from the date of the planting, or replacement planting, any tree or plant (except through an act of god or vandalism) is removed, uprooted or destroyed or dies, another tree or plant of</p>	<p>Agreed, subject to NR inserting the approved Design Principles document reference and replacement wording for part g) as follows:</p> <p>The landscaping scheme must be accompanied by a Biodiversity Net Gain (BNG) report (including DEFRA metric V2 calculations) demonstrating BNG best practice and how the scheme contributes to the minimum 10% BNG for the development as a whole.</p> <p>Also subject to including "and in the interests of securing biodiversity net gain' into the Reason.</p>
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		<p>the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the local planning authority gives its written consent to any variation.</p> <p>Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018; Policies 55, 57 and 59).</p>	
30.	<b>Plant/machinery/equipment (station building)</b>	<p>No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment demonstrating that the collective rating level (in accordance with BS4142:2014+A1:2019 – “<a href="#">Methods for rating and assessing industrial and commercial sound</a>”) from all plant, equipment and vents etc associated with the development (or phase <del>there</del> <a href="#">of thereof</a>) is less than or equal to the existing background sound level at the receptors reported in Chapter 5 of the Environmental Statement.</p> <p>Development shall be carried out and maintained only in accordance with the approved details.</p> <p>Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35)</p>	Agreed.
31.	<b>Platform Announcement Sound System</b>	<p>No station and platform Public Address/Voice Alarm (PAVA) system shall be installed until a detailed design in accordance with BS 5839-8:2013 - Code of practice for the design, installation, commissioning and maintenance of voice alarm systems has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The scheme shall include details regarding hours of operation, number and location of loudspeakers, proposed mitigation, sound power of loudspeakers and permissible noise levels with consideration of its use e.g. announcement or alarm, noise mitigation / limiting measures as appropriate, noise levels assessed against the existing background sound level at the receptors reported in Chapter 5 of the Environmental Statement and a programme of maintenance.</p> <p>Any public address/voice alarm sound system associated with the use of the approved development shall only be used for operational, health and safety, security and emergency announcements.</p> <p>The scheme shall be carried out as approved and retained as such.</p> <p>Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35)</p>	Agreed.

32.	<b>Electric Vehicle Charge Points</b>	<p>No electrical services shall be installed within Cambridge South Station until an electric vehicle charge point scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include <u>as a minimum:</u></p> <p><u>(a) -Four electric vehicle charge points with a minimum power rating output of 7kW</u></p> <p><u>(b)</u> Passive provision comprising the necessary infrastructure including ducting and capacity in the station network and ability to connect to the local electricity distribution network to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.</p> <p><u>(c)</u> The <del>passive provision for the</del> electric vehicle charge points shall be designed to allow for future installed in accordance with BS EN 61851 or as superseded.</p> <p>The electric vehicle charge point scheme as approved shall be fully installed prior to the first use of the station and maintained and retained thereafter.</p> <p>Reason: <u>In accordance with Policy 82 (Parking Management) and 4</u> in the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with Policy 36 <del>—</del> Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action Plan (2018).</p>	<p>Agreed subject to amendment to part c) to read:</p> <p><u>(c)</u> The electric vehicle <del>charge points</del> <b>infrastructure</b> shall be designed to allow for future installed in accordance with BS EN 61851 or as superseded.</p>
33.	<b>Excavated Material</b>	<p>No excavated material or other material shall be placed within public open space, including Hobson's Park, other than in accordance with the approved landscaping details or the approved details for temporary storage contained within the approved <del>s</del><u>Soil</u> <del>m</del><u>Management</u> <del>p</del><u>Plan</u>.</p> <p>Reason: In the interests of amenity and biodiversity (Cambridge Local Plan 2018; Policies 55, 57, 59, 69 and 70).</p>	Agreed.

34.	<b>Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP)</b>	<p>No development (or phase thereof) other than a Specified Phase shall commence until a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837 2012 has been submitted to and approved in writing by the local planning authority.</p> <p>The AMS and TPP will consider <u>all relevant phases of construction in relation to the potential impact on trees including</u> the following:</p> <p>(i) <del>all relevant phases of construction in relation to the potential impact on trees detail the proposed required</del> tree works</p> <p>(ii) the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any relevant activity related to the development,</p> <p>(iii) <u>ground works including the installation of services and SUDS</u></p> <p>(iv) management including supervision, access, site briefing attended by the site manager and retained arboricultural consultant, storage of materials; <del>ground works, installation of services</del> and</p> <p>(v) landscaping.</p> <p>Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.</p>	Agreed.
35.	<b>Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) implementation</b>	<p>The approved tree protection methodology in the AMS and TPP will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.</p> <p>Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees</p>	Agreed.

36.	<b>Construction Replacement tree planting</b>	<p>If any tree shown to be retained <del>in tree protection methodology</del> in the <u>approved</u> AMS and TPP is removed, uprooted, destroyed or dies as a result of the <del>CSIE project construction</del> <u>development hereby permitted</u> within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be approved in writing by the local planning authority. Any replacement tree that is lost within five years shall likewise be replaced.</p> <p>Reason: To satisfy the Local Planning Authority that remaining arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.</p>	Agreed.
37.	<b>Pedestrian link beneath Cambridge Guided Busway</b>	<p>The new pedestrian link across the Cambridge Guided Busway between Hobson's Park and the Active Recreation Area <del>shall must</del> be completed <u>and available for public use</u> before the existing connection beneath the Cambridge Guided Busway is closed unless an alternative safe access across the Cambridge Guided Busway between Hobson's Park and the Active Recreation Area <del>is submitted</del> <u>has been provided</u> in accordance with a <del>scheme details that have been submitted to and</del> approved by the local planning authority in writing. <del>The works shall be completed in accordance with the approved details prior to the existing connection being closed</del></p> <p><u>Reason: To provide safe access between the Cambridge Guided Busway between Hobson's Park and the Active Recreation Area. –(See protective provisions)</u></p>	Agreed.
38.	<b>Footpaths &amp; Cycleways</b>	<p>1. Access into Hobson's <del>Hobson's</del> Park shall be maintained at all times from both Addenbrookes Road and the Trumpington Residential area. Where required temporary routes will be created to maintain connectivity around the new segregated pathway and cycle track (Work No.4) during its construction.</p> <p>2. National Cycle Network Route 11 in the vicinity of Shepreth Branch Junction shall not be closed until details of <u>the</u> proposed closure, including times of the closure and management of pedestrians and cyclists to facilitate access during the closure have been submitted to and approved in writing by the local planning authority. -The closure shall be managed in accordance with the approved <del>scheme</del> <u>details</u>.</p>	Agreed.
39.	<b><u>Footbridge across Hobson's Brook to the proposed exchange land</u></b>	<p><u>The 'potential future footbridge' shown on drawing ref. 158454-ARC-ZZ-ZZ-DRG-LEP-000054 across Hobson's Brook shall be provided and must be completed and available for public use when the exchange land is made available for public recreational use.</u></p> <p><u>Reason: To provide safe access between Hobson's Park and the exchange land so as to provide accessible replacement open space.</u></p>	Agreed.

**Additional condition:**

	Subject	Proposed wording	LPA comment
<b>39.40.</b>	<b>S106 Agreement</b>	<p>The authorised development shall not commence unless and until Network Rail enters into the Cambridge South Infrastructure Enhancements Section 106 Agreement to secure the planning obligations specified in the Heads of Terms document [insert document reference and date].</p> <p>Reason: In the interests of maintenance and management of the public open space, and the delivery of offsite biodiversity net gain.</p>	This is necessary in order to secure financial contributions towards the additional costs of management and maintenance of Hobson's Park and the exchange land resulting from the development, and to secure the delivery of offsite biodiversity net gain.

**Schedule 2. List of Deemed Planning Drawings****Part 1: Drawings for Approval**

Title / Location	Drawing Description	Drawing Number
Cambridge South Station area	Deemed Planning Drawings — Proposed Plan — Sheet 1 of 5	158454-ARC-ZZ-ZZ-DRG-LEP-000051
	Deemed Planning Drawings — Proposed Plan — Sheet 2 of 5	158454-ARC-ZZ-ZZ-DRG-LEP-000052
	Deemed Planning Drawings — Proposed Plan — Sheet 3 of 5	158454-ARC-ZZ-ZZ-DRG-LEP-000053
	Deemed Planning Drawings — Proposed Plan — Sheet 4 of 5	158454-ARC-ZZ-ZZ-DRG-LEP-000054
Shepreth Branch Junction	Deemed Planning Drawings — Proposed Plan — Sheet 5 of 5	158454-ARC-ZZ-ZZ-DRG-LEP-000055
Cambridge South Station	Deemed Planning Drawings — Proposed Site Sections — Sheet 1 of 4	158454-ARC-ZZ-ZZ-DRG-LEP-000061
	Deemed Planning Drawings — Proposed Site Sections — Sheet 2 of 4	158454-ARC-ZZ-ZZ-DRG-LEP-000062
	Deemed Planning Drawings — Proposed Site Sections — Sheet 3 of 4	158454-ARC-ZZ-ZZ-DRG-LEP-000063
	Deemed Planning Drawings — Proposed Site Sections — Sheet 4 of 4	158454-ARC-ZZ-ZZ-DRG-LEP-000064
	Deemed Planning Drawings — Proposed Elevations	158454-ARC-ZZ-ZZ-DRG-LEP-000071

**Part 2: Parameter plans**

Title / Location	Drawing Description	Drawing Number
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Cambridge South Station Parameter Plans	Deemed Planning Drawings — Parameter Plans — Access and Movement	158454-ARC-ZZ-ZZ-DRG-LEP-000100
	Deemed Planning Drawings — Parameter Plans — Land Use and Landscape	158454-ARC-ZZ-ZZ-DRG-LEP-000101
	Deemed Planning Drawings — Parameter Plans — Heights	158454-ARC-ZZ-ZZ-DRG-LEP-000102

## Appendix 1: Correspondence with the Applicant

**From:** John Pearson <johnpearson@schofieldlothian.com>

**Sent:** 09 February 2022 11:22

**To:** Charlotte Burton <Charlotte.Burton@greatercambridgeplanning.org>

**Cc:** cambridgesouth <cambridgesouth@networkrail.co.uk>; Paul Humphrey <Paul.Humphrey@networkrail.co.uk>; Alistair Wilson <Alistair.Wilson@cambridge.gov.uk>

**Subject:** RE: Long Road Trees

Hi Charlotte,

Further to your email of the 8 February 2022 I have combined the emails I sent on the 4 and 7 February 2022 into a single response regarding the trees at Long Road Sixth Form.

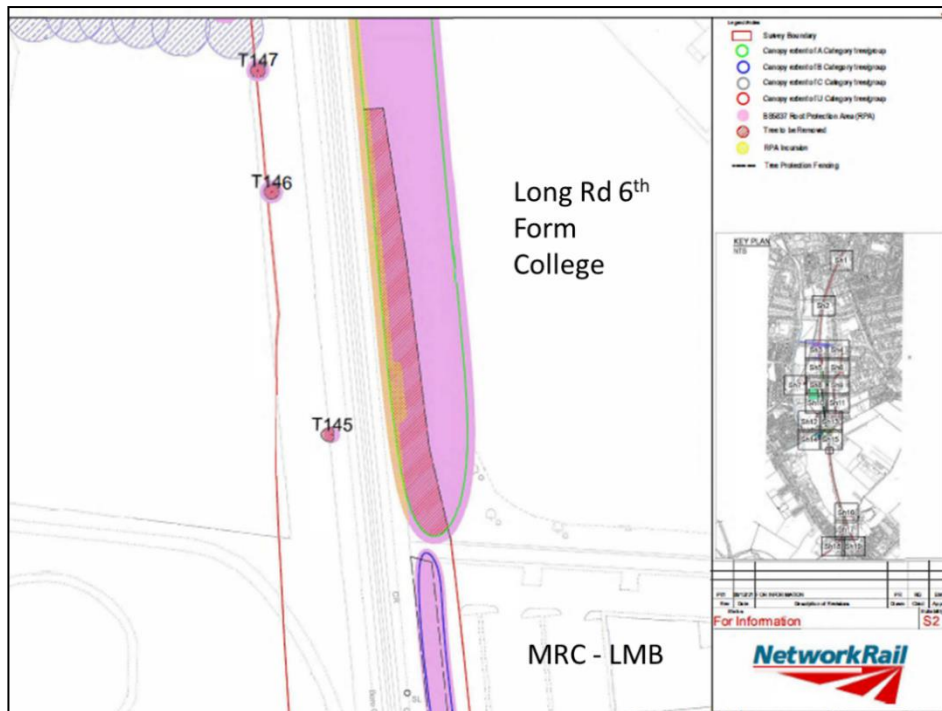
The AIA was produced following an arboricultural Survey on 14-18 June 2021 in accordance with BS 5837:2012 and the methodology is set out in Section 4.

The survey has not identified individual trees where they form a group. Therefore, the trees at Long Road have been identified as a group which is set out in Appendix B Schedule of Trees as follows.

Tree reference number	Species	Height (m)	Stem diameter (mm)	Branch spread (m)				Height of crown clearance (m)	Age Class	RPA Radius of nominal circle (m)	RPA Area (m <sup>2</sup> )	Physiological condition	Structural condition	Comments	Estimated remaining contribution (years)	Category grading
				N	E	S	W									
G151	Beech ( <i>Fagus sylvatica</i> ) 80, Hornbeam ( <i>Carpinus betulus</i> ) 20	14-21	600	6	6	6	6	2	EM	7.2	N/A	Good	Good	Linear row of screening trees, off site in college grounds.	40+	A2

Table 5 in the main report (Trees Requiring Removal) identifies the area to be removed based on the Figure 2 Tree Impact and Protection Plans (Drawing ref. 158454-JMS-ZZ-ZZZ-DRG-LEP-000020 – extract with college and LMB marked on provided below)

Tree no.	Species	Partial or Full Removal	Reason for Removal
<b>G151</b>	<i>Beech (Fagus sylvatica)</i> 80, <i>Hornbeam (Carpinus betulus)</i> 20	Partial 902.1m <sup>2</sup>	Located within area requiring temporary works access to facilitate development likely to require tree removal within this area. (area to be removed not affected by TPO)



This identifies that the canopy area requiring removal for CSIE Project is 902m<sup>2</sup>

The total canopy area of the group is around 6500m<sup>2</sup> meaning we will be losing around 14% (by area) of trees within the group assuming even spacing throughout. As you can see from the image below, there is already an existing track that runs through the centre of the group with the more mature trees on the western side adjacent to the railway.

The spacing along this western line seems to be quite sporadic and our Arborist is hesitant to give an exact figure on how many trees would require removal without revisiting the site, but they have suggested that we're probably looking at somewhere between 15-25 Early-Mature trees and likely a few more smaller suppressed understorey trees as well.

We believe any removals in this area could feasibly be restocked once works in the area are concluded but any replanting would take upwards of 32y to regain some of the benefits provided by the existing trees as set out in the ES Chapter 8 at 8.5.27 sets out the following 'Construction works will result in the temporary loss of 0.26ha of mature broad-leaved seminatural woodland to the west of the railway to facilitate access to the track. This area will be reinstated following construction. Given the size of the area, this will result in effects that are small-scale temporary medium-term slight adverse. Despite this, it will be expected that newly planted semi-natural woodland will take in excess of 32 years (Ref 8.16) to become sufficiently established and mature to offset the predicted losses. As such, the residual effects of the proposed Development on woodland will be Significant at a Local level.'

Facing North through G151 (Long Road)



We are still refining our methodology around the access to this area and it might be that the trees on the east side of the track as shown in the image will be largely unaffected by the proposals meaning that we only need to focus on the line of more mature trees adjacent to the railway but, we don't have this level of detail at the moment.

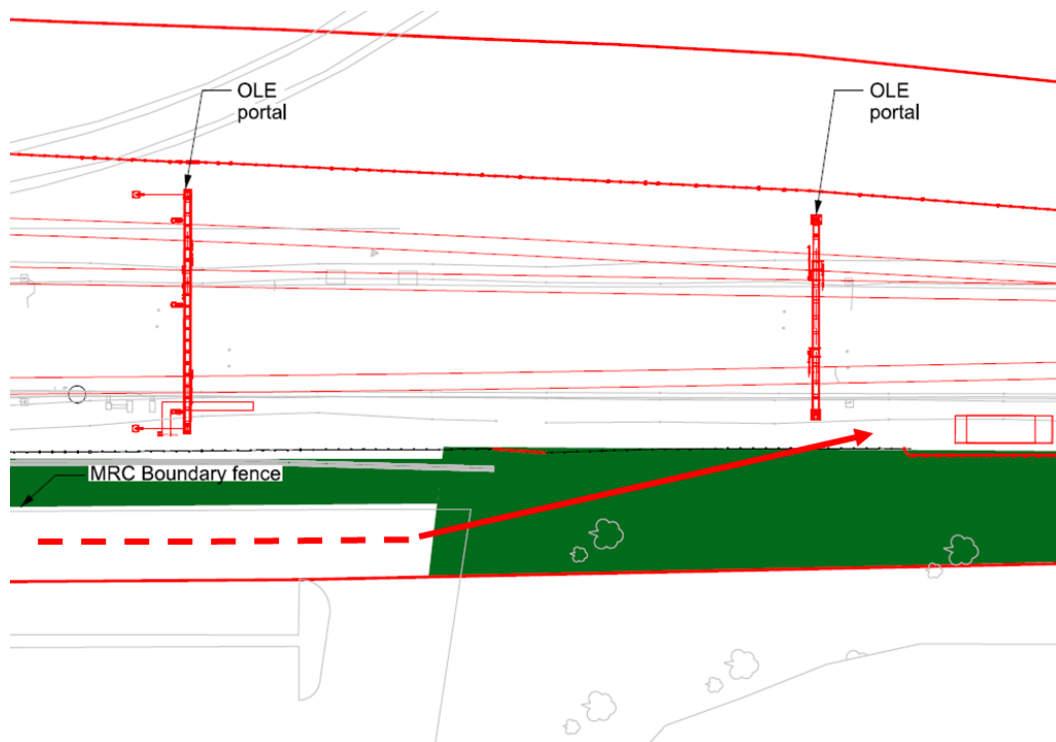
This is why we propose planning condition 34 which would require NR to provide an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) which would set out exactly which trees would be removed, how they would be protected for example taking account of wind loading and how any works to reduce the trees through lopping, topping or pruning would be undertaken. This is all in the council's gift to control and approve through the planning condition.

Following a site visit on the 7 February I looked at whether there was an alternate access. My understanding which I have set out in the plan below is that we are currently planning to access the area via the MRC car park, see dotted red line. This construction access has been negotiated with the MRC via a private agreement, rather than building an access around the LMB as per the order. We then need to access the railway, and this involves taking a relatively small area as described above.



All the alternative access routes I believe would require access through the Long Road Sixth Form college grounds, which would impact a greater number of trees and the playing fields.

The Railway adjacent to the trees is in a slight cutting and we need the access to construct some electrical equipment comprising an REB and a new Gantry for the OHLE, see below plan. Between the gantry and the NR boundary there will also be the safe cess, drainage, cable troughing and the new NR fence, these are not shown. This sketch hopefully provides the justification as the reason we need the access and we are limiting the removal to this area which is covered in the AIA.



Further in relation to an overall assessment of trees to be removed vs replacement planting we can confirm that based on our AIA and an assessment of the indicative landscape plan:

#### Individual trees

21 individual trees will require removal as part of the scheme

Approximately 100 new trees are proposed as part of the indicative landscape plan, equating to a replacement ratio for individual trees of approx. 5:1

#### Groups / Hedgerows

The total approximate area of groups/hedgerows to be removed across the site 8950m<sup>2</sup>, of these 5800m<sup>2</sup> comprises newly planted tree groups associated Hobson's Park.

The indicative landscape scheme proposes approximately 13000m<sup>2</sup> of new group/woodland planting. This includes new woodland creation as well as re-instatement of groups/hedgerows to be removed. It is also in addition to the 100 individual trees to be planted. Assuming a similar planting density between removed groups and proposed groups, this would return a canopy cover/tree replacement ratio for groups/hedgerows to be removed of approximately 1.5:1.

I trust this helps in your ongoing assessment of the project.

Kind regards  
John

**John Pearson** | Director Environmental Services | **SCHOFIELD LOTHIAN**

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[Schofield Lothian was acquired by Assystem in October 2021: MORE INFO](#)

