

Cambridge to Cambourne
DRAFT PLANNING CONDITIONS
Proposed Revisions 13/11/25

1. Commencement of Development

The development hereby permitted shall be commenced not later than 5 years from the date on which the Order comes into force.

Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004 and in order to establish the timescales for those details provided by conditions and to enable monitoring of the development.

2. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the approved planning direction drawings.

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

PRE-COMMENCEMENT CONDITIONS

3. Development Phasing Plan

No development shall commence (including intrusive site investigations and demolition) until a Development Phasing Plan setting out the sequence of delivery of the development has been submitted to and approved in writing by the relevant local planning authority. The Development Phasing Plan must include a proposed sequence for providing detailed design of the following elements and areas including, where appropriate, the securing of additional detailed planning permissions:

- I. Areas marked on the approved planning direction drawings “Area of Design to be Executed by Developer”
- II. Enabling works e.g. haul roads, site compounds, archaeology and site investigations;
- III. Locations of proposed site compounds;
- IV. Landscaping; and

V. Any other building/structure or alteration to an existing building/structure for which details of scale and external appearance were not provided as part of the request for the planning direction.

The Development Phasing Plan shall identify:

- a) each phase of development including its geographic location where relevant;
- b) the location of the proposed site compounds including temporary haul road arrangements and indicative duration of works for each site compound. This should include where and when areas of existing or replacement open space land are proposed to be used temporarily for construction works and for other associated purposes for the delivery of the development, will be closed to and unavailable for public use;
- c) A construction programme providing the sequence and timing of the proposed development.
- d) For those areas marked on the approved planning direction drawings “Area of Design to be Executed by Developer”, where appropriate, the date and planning reference number of the detailed planning permission.

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

Reason: to ensure that the impacts of the proposed works are mitigated in a timely manner, to provide for further details to be approved, to assist with the determination of discharge of conditions, and to identify when access to existing or replacement public open space land will be interrupted.

4. Site Investigation Strategy

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

The Site Investigation Strategy will be prepared by a Competent Person based on the information identified in the Desk Top Study undertaken to support Technical Report 11 ‘Soil, Geology and Land Contamination’ (Document ref: CtoC-11-TR11-00) of the Environmental Statement and the Mott MacDonald Geotechnical and Geo-environmental Preliminary Risk Assessment dated May 2020 appended to it.

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

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

5. Submission of Intrusive Site Investigation Report and Remediation Strategy

No phase of the development with the exception of the intrusive site investigation works approved under condition 4 (Site Investigation Strategy), shall commence until the following have been submitted to and approved in writing by the relevant local planning authority in relation to that phase:

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

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

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

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

6. Unexpected Contamination

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

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

7. Archaeological Mitigation

No phase of the development with the exception of the intrusive site investigation works approved under condition 4 (Site Investigation Strategy), shall commence until the developer has secured, where relevant for that phase, the implementation of a programme of archaeological mitigation work. The mitigation works will be required in relation to areas of archaeological significance identified from the preceding archaeological evaluation works undertaken and completed in line with the 'Written Scheme of Investigation for an archaeological trial trench evaluation' – WSP (Sept 2022) and set out in the ES Technical Report 7 Heritage Impact Assessment (Document ref: CtoC-11-TR07-00) and its relevant supporting appendices (TR7.2 and TR7.3).

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

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

- a) Approval of the WSI;
- b) Mitigation works carried out in accordance with the approved WSI; and

c) A programme for assessment and subsequent analysis, publication & dissemination, and deposition of resulting material at the Cambridgeshire Archive facility, or another appropriate store approved by the relevant local planning authority.

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

Reason: To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication, and the protection and preservation of archaeological features of significance, in accordance with section 16 of the NPPF 2024 with policy NH/14 of the South Cambridgeshire Local Plan (2018) and policy 61 of the Cambridge City Council Local Plan (2018).

8. Code of Construction Practice

Prior to commencement of development a Code of Construction Practice shall be submitted to and approved in writing by the relevant local planning authority. The Code of Construction Practice submitted for approval must accord substantially with the draft Code of Construction Practice (Document ref: CtoC-26-00) and include measures for temporary hedges or screens to maintain bat flightlines during construction which shall be informed by consultation with Natural England. The development shall be carried out in accordance with the approved Code of Construction Practice unless otherwise agreed in writing by the relevant local planning authority.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with policies CC/6, SC/9, SC/10, SC/11, SC/12 and SC/14 of the South Cambridgeshire Local Plan (2018); Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution); and policies 28, 34, 35 and 36 of the Cambridge City Council Local Plan (2018).

9. Local Environmental Management Plan(s)

No phase of the development with the exception of the site investigation works approved under condition 4 (Site Investigation Strategy) and the archaeological mitigation work approved under condition 7 (Archaeological Mitigation), shall commence until a Local Environmental Management Plan (LEMP) in relation to that phase has been submitted to and approved in writing by the relevant local planning authority in consultation with Natural England. The LEMP shall cover all matters specified in Sections 4 to 13 of the Code of Construction Practice approved under condition 8 (Code of Construction Practice).

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

a) Construction Traffic Management Plan including:

- i. Permitted access routes and accesses for construction traffic;
 - ii. Site boundaries and the main access/egress points for worksites and compounds;
 - iii. Temporary and permanent closures and diversions of highways and other Public Rights of Way;
 - iv. A list of roads which may be used by construction traffic in the vicinity of the site, including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop-off and pick-up periods;
 - v. The proposed traffic management strategy;
 - vi. Other measures which will affect the highway, such as lorry holding areas;
 - vii. Regular operation of traffic liaison groups with key stakeholders to ensure that programmes of works are shared and which will assist the highway authorities to carry out their network management duties, and which requires traffic liaison groups to consider appropriate engagement with local communities directly affected by site specific traffic management plans on a case-by-case basis; and
 - viii. A register of applications for consents associated with temporary traffic management measures.
- b) Construction workforce travel plans setting out proposals for site access for all workers and site staff, taking into account the availability of public transport routes and facilities for cycling and walking according to anticipated demands;
- c) Details of agricultural land classification surveys to be undertaken in relation to agricultural soils to be disturbed by the development, including volumes of available soil resources to inform a Soil Handling Management Plan as required in condition 12 (Soil Handling Management Plan);
- d) A Construction Dust / Air Quality Assessment, Management and Monitoring Plan to provide an assessment of dust and air quality impacts associated with the construction process. The plan must also set out the proposed air quality inspection and monitoring procedures to assess the effectiveness of measures to prevent dust and pollutant emissions during construction;
- e) Details for implementation of appropriate handling, treatment and disposal procedures during construction for the control of invasive and non-native species and any other species listed in Schedule 9, Part I or Part II of the Wildlife and Countryside Act 1981, as amended, or the Weeds Act 1959 to prevent the spread of such species;

f) Surface water and groundwater control measures to include a description of the measures to be used to protect surface water and groundwater from pollution. As far as is reasonably practicable, all measures must follow the environmental good practice guidance set out within the latest Groundwater Protection Guides (EA & DEFRA), the latest Pollution Prevention for Businesses guidance (EA & DEFRA), the Guidance for Pollution Prevention (GPP) series of documents (in particular GPP1: A General Guide to Preventing Pollution and GPP5: Works and maintenance in or near water), and the relevant CIRIA guidance (in particular C532: Control of water pollution from construction sites, C648: Control of water pollution from linear construction projects: technical guidance, and C649: Control of water pollution from linear construction projects: site guide);

g) Details of temporary fencing and means of enclosure associated with the construction phase;

h) Measures to minimise the pollution of surface and groundwater and remediate any areas of contamination that are identified;

i) A Construction Lighting Management Plan - Where applicable, construction lighting must comply with the Institute of Lighting Professionals Guidance notes for the reduction of obtrusive light – GN01 (2011) and the provisions of BS EN 12464-2:2014 (Outdoor Workplaces);

j) A Demolition and Construction Noise and Vibration Assessment, Management and Monitoring Plan - in accordance with the provisions of BS 5228:2009 +A1:2014 Code of Practice for noise and vibration on construction and open sites (part 1- noise & 2-vibration) which includes details of any piling and mitigation/monitoring measures to be taken to protect local residents from noise or vibration;

k) A Site Waste Management Plan - to ensure that waste arising from the development is minimised and that which is produced is handled in such a way that maximises opportunities for re-use or recycling;

l) A Materials Management Plan - concerning materials brought onto, used in and removed from the development which shall include;

I. details of the volumes and types of material proposed to be imported or reused on site;

II. details of the proposed source(s) of the imported or reused material;

III. details of the chemical testing for all material to be undertaken before placement onto the site;

IV. results of the chemical testing which must show the material is suitable for use on the development;

V. confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development;

m) Details of Non-Road Mobile Machinery (NRMM) which must be required to operate to the highest relevant Euro nonroad emissions standards at the time of use;

n) An Ecology site management plan for protected species; and

o) Details of any embankments and planted hedges to encourage elevated bat crossing of the busway and any other bat mitigation measures anywhere along the scheme which shall be informed by consultation with Natural England.

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

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

The development shall be undertaken in accordance with the approved LEMP(s).

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with policies CC/6, SC/9, SC/10, SC/11, SC/12 and SC/14 of the South Cambridgeshire Local Plan (2018); Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution) and Policies 28, 33, 34, 35 and 36 of the Cambridge City Council Local Plan (2018).

10. Tree Protection

No phase of the development with the exception of the intrusive site investigation works approved under condition 4 (Site Investigation Strategy) and the archaeological mitigation work approved under condition 7 (Archaeological Mitigation), shall commence until for that phase:

a. a tree protection methodology in the form of an Arboricultural Method Statement including a tree protection plan in accordance with BS5837 2012 has been submitted to and approved in writing by the relevant local planning authority.

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

b. the Veteran Tree Mitigation (including Compensation) Strategy has been revised to address any matters identified by the Secretary of State as appropriate and submitted to and approved in writing by the relevant local planning authority.

c. the following details have been submitted to and approved in writing by the relevant local planning authority in respect of any phase of development for Coton Orchard or the West Cambridge Conservation Area as appropriate:

i) The impact of the detailed design on existing trees within Coton Orchard and the West Cambridge Conservation Area; and

ii) A detailed method statement for veteran tree transplantation for existing trees within Coton Orchard.

Any details approved under condition 10 (Tree Protection) including for the avoidance of doubt, the Arboricultural Method Statement and the Veteran Tree Mitigation (including Compensation) Strategy must be implemented as approved.

Reason: To satisfy the relevant local planning authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990, Policy NH/7 of the South Cambridgeshire Local Plan (2018) and Policy 71 of the Cambridge Local Plan 2018 and to satisfy the relevant local planning authority that the Veteran Tree Mitigation (including Compensation) Plan has been revised as appropriate in accordance with Paragraph 187 of the NPPF 2024 .

11. Removal of Trees or Hedgerows

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

a. undertaken a detailed check of vegetation for active birds' nests immediately before the relevant vegetation is cleared; and

b. provided written confirmation to the relevant local planning authority prior to the removal of the relevant vegetation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interests on site.

Reason: To protect breeding birds in accordance with Policy NH/7 of the South Cambridgeshire Local Plan (2018) and Policy 71 of the Cambridge Local Plan 2018.

12. Soil Handling Management Plan

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

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

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

The Soil Handling Management Plan shall subsequently be implemented in accordance with such approved details and shall be completed prior to the development first being brought into use.

Reason: To ensure the sustainable use of soils, agricultural land and the protection of this natural resource in line with Paragraph 187 of the NPPF 2024 and in accordance with Policies CC/6 and NH/3 of the South Cambridgeshire Local Plan (2018) and Policy 8 of the Cambridge City Council Local Plan (2018).

13. Atlas Building Demolition Plan

Prior to the demolition of the Atlas Building west of Ada Lovelace Road, a demolition plan setting out management measures in line with the draft Code of Construction Practice (Document ref: CtoC-26-00-00) will be submitted to and approved in writing by the relevant local planning authority.

The demolition shall be carried out as approved.

Reason: To protect amenity in line with Policies 35 and 36 of the Cambridge Local Plan 2018

14. Surface Water Drainage Scheme

No phase of the development with the exception of the intrusive site investigation works approved under condition 4 (Site Investigation Strategy) and the archaeological mitigation work approved under condition 7 (Archaeological Mitigation), shall commence until a Surface Water Drainage Scheme for that phase, based on sustainable drainage principles, and prepared in coordination with the principles of landscape design under condition 17 (Hard and Soft Landscaping Scheme), has been submitted to and approved in writing by the relevant local planning authority.

The scheme shall be based upon the principles within the Surface Water Drainage Strategy (Annex TR13.1.4 of the Appendix TR13.1: Flood Risk Assessment (Document ref: CtoC-TR13-00)) and shall be the subject of engagement with the Environment Agency, the Lead Local Flood Authority and in respect of interfaces with the Strategic Road Network, National Highways. The scheme shall include:

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

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

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with Policies CC/7 and CC/8 of the South Cambridgeshire Local Plan (2018) and Policy 31 of the Cambridge City Council Local Plan (2018).

15. Biodiversity Net Gain Plan

No phase of the development, with the exception of the intrusive site investigation works approved under condition 4 (Site Investigation Strategy) and the archaeological mitigation work approved under condition 7 (Archaeological Mitigation), shall commence until a Biodiversity Net Gain (BNG) Plan for that phase has been submitted to and approved in writing by the relevant local planning authority.

The BNG Plan shall achieve no less than 10% biodiversity net gain. The BNG Plan will be developed in line with a biodiversity net gain assessment (based on the Statutory Biodiversity Metric (February 2024)) demonstrating a minimum positive biodiversity net gain unit score in line with the net gain target of 10% above the pre-development baseline and how this will be achieved through a combination of on-site and / or off-site works. Save as provided in the Veteran Tree Mitigation (including Compensation) Strategy, where appropriate the BNG Plan will also provide measures required in accordance with the Department for Environment, Food and Rural Affairs guidance on Irreplaceable Habitats February 2024.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate shall be submitted to the relevant local planning authority in accordance with Natural England guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with section 15 of the NPPF 2024 Cambridge Local Plan 2018 policies 59 and 69, Policies NH/4 and NH/6 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Biodiversity SPD 2022.

16. Sustainability and Carbon Management Plan

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

The Sustainability and Carbon Management Plan shall set out how the detailed design and proposed construction will support local authority requirements on matters related

to energy and carbon reduction, water efficiency, sustainable drainage, climate change adaptation, materials efficiency and sustainable sourcing and procurement. The Sustainability and Carbon Management Plan shall define objectives for supporting the relevant local authority's aspirations for achieving sustainable design and construction as set out in relevant policy and supplementary planning documents. It shall include, but not be limited to, the approach to:

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

The Sustainability and Carbon Management Plan will in addition set out how the design will accommodate future climate predictions, including aspects described in Table TR3-4 1 - Potential impacts and embedded mitigation of the ES Technical Report 3: Climate Resilience (Document ref: CtoC-11-TR03-00).

The Sustainability and Carbon Management Plan shall be implemented as approved.

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

17. Hard and Soft Landscaping Scheme

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

The hard and soft landscaping scheme shall accord substantially with the landscape mitigation as shown on the Deemed Planning Drawings (Document ref: CtoC-16-00).

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

- a. which tree and hedgerows are to be retained;
- b. planting plans;
- c. written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants noting species, plant sizes, proposed numbers and densities, tree pit details (where appropriate) including, but not limited to, locations soil volume in cubic metres, cross sections and dimensions;
- d. areas where restoration of soils are to take place to allow species-rich grassland to establish;
- e. retained historic landscape features and proposals for restoration, where relevant;
- f. proposed finished site levels or contours;
- g. location and type of permanent fencing and/or boundary treatments;
- h. car parking layouts, other vehicle and pedestrian access and circulation areas;
- i. details of hard surfacing materials;
- j. details of street furniture;
- k. a timetable for implementation;
- l) tree locations, species, sizes, and future management; and
- m) reinforced earth structures. Samples of the following materials will be submitted to and approved in writing by the relevant local planning authority:
 - a) Reinforced earth structures; and
 - b) Headwalls, culverts, and other landscape-integrated engineering elements.

The above details must be prepared in coordination and integrate fully with the details submitted pursuant to condition 14 (Surface Water Drainage Scheme).

The development shall thereafter be carried out in full accordance with such approved details, including the timetable for implementation unless otherwise agreed in writing by the relevant local planning authority.

Reason: To help to assimilate the development into its surroundings taking account of the Green Belt and heritage setting of Cambridge City, whilst also ensuring a benefit to biodiversity net gain, in accordance with Policies S/4, CC/2, CC/6, HQ/1, NH/2, NH/4,

NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and Policies 8, 29, 55, 56, 59 and 61 of the Cambridge City Council Local Plan (2018).

18. Bat Monitoring Strategy

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

The strategy will be developed in line with CIEEM's Bat Mitigation Guidelines, Chapter 9 (Reason and Wray, 2025*) to monitor the effectiveness of the mitigation proposed in relation to bats. The strategy will identify:

- a. Who is responsible for monitoring;
- b. how it will be funded;
- c. how the monitoring will be carried out (methods, equipment, survey effort, licensing);
- d. how access for monitoring will be ensured (even after assets have changed hands);
- e. how and when the results are to be reported, and to whom; and
- f. the party(ies) responsible for any remedial measures that are required.

The monitoring strategy will:

- a. define the elements that are to be monitored, and when;
- b. have clearly defined and ideally measurable objectives;
- c. include a clear definition of success for each mitigation and compensation feature;
- d. include proportionate and appropriate methods for data collection and analysis;
- e. outline triggers (thresholds) for remedial action, and what that remedial action should be; and
- f. contribute to a wider understanding of the measures applied.

Monitoring shall be carried out in full accordance with such approved details unless otherwise agreed in writing with the relevant local planning authority.

Reason, P.F. and Wray, S. (2025). *UK Bat Mitigation Guidelines: a guide to impact assessment, mitigation and compensation for developments affecting bats. Version 1.2. Chartered Institute of Ecology and Environmental Management, Ampfield.*

Reason: To conserve biodiversity in accordance with section 15 of NPPF 2024 policies 69 and 70 of Cambridge Local Plan 2018, policies NH/4, NH/5 and NH/6 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Biodiversity SPD 2022.

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

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

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

- a. Any building, including utility enclosures and substations;
- b. Any Busway Stop;
- c. The M11 overbridge, Bin Brook crossing or any other bridge and their associated structures including embankments, abutments and parapets;
- d. Environmental noise barriers (whether comprised of earth mounds, landscaping or physical acoustic fence / barriers structures or a combination thereof if required); and
- e. Retaining structures.

Sample panels of finishes and materials must be submitted to and approved in writing by the relevant local planning authority, including:

- i) In situ concrete finishes; and
- ii) Weathering steel samples.

Clear benchmarks for design quality along the route must be provided in addition to section details of the busway proposed on Rifle Range Road.

The developer must provide a 3d model render of a bus stop, to confirm that there is coordination with the materials submitted pursuant to condition 17 (Hard and Soft Landscaping Scheme) to deliver a high-quality, consistent design, and to ensure definitions of key design variables are provided along the route.

The works shall be carried out as approved unless otherwise agreed in writing by the relevant local planning authority.

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

20. Location, design and layout - Access

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

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

Development of the above items shall be carried out as approved.

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

21. Operational Lighting

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

- i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to receptors)
- ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

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

The proposed mitigation scheme must be designed to an acceptable level in accordance with the Bat Conservation Trust and Institute of Lighting Professionals Guidance Note 08/18 (or as superseded) and must address sensitive areas for barbastelle bats affected by the development.

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

Reason: In order to safeguard the Green Belt, and the amenity of all sensitive receptors, including biodiversity, in respect of possible adverse effects of lighting glare in accordance with policies S/4, HQ/1, SC/9, NH/4 and NH/8 of the South Cambridgeshire Local Plan (2018) and policies 4, 8, 34 and 70 of the Cambridge City Council Local Plan (2018).

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

No development shall commence in relation to each of the following items associated with the Scotland Farm Travel Hub until in each case the prior written approval of their location, layout, scale and external appearance (as well as floor plans and elevations where relevant) has been submitted and approved by the relevant local planning authority:

- a) The internal roads, footpath and cycle ways;
- b) The parking arrangements , including the number of spaces;
- c) Any building;
- d) The cycle parking facilities, including the number of spaces;
- e) The bus stops and shelters; and
- f) Other street furniture such as bins and benches.

Details submitted pursuant to this condition, must be prepared in coordination and consideration of other details associated with the wider scheme design for both landscaped and structural elements, to ensure design continuity and good aesthetics.

Development of the above items shall be carried out as approved.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area in line with Policies 55 and 57 of the Cambridge Local Plan 2018 and Policies TI/3 and HQ/1 of the South Cambridgeshire Local Plan 2018 and to ensure the development is able to assimilate into its surroundings taking account of its location within the Green Belt in accordance with Policies S/4 of the South Cambridgeshire Local Plan (2018) and Policies 4 and 8, of the Cambridge City Council Local Plan (2018).

23. Electric Vehicle Charge Points – Scotland Farm Travel Hub

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

- a) The location, type (kW) and number of active electric vehicle charging points along with their proposed management and maintenance arrangements;
- (b) Passive provision comprising the necessary infrastructure including ducting and capacity in the station network and ability to connect to the local electricity distribution network to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required
- (c) The electric vehicle infrastructure shall be designed to allow for future installed infrastructure in accordance with BS EN 61851 or as superseded.

Details submitted pursuant to this condition, must be prepared in coordination and consideration of other details associated with the wider scheme design for both landscaped and structural elements, to ensure design continuity and good aesthetics.

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

Reason: to encourage and support more sustainable means of transport, and in accordance with Policies 82 and 36 of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action Plan (2018)

24. CCTV Scheme for Scotland Farm Travel Hub

Prior to the installation of any CCTV at the Scotland Farm Travel Hub, a CCTV scheme for the travel hub shall be submitted to, and approved in writing by, the relevant local planning authority.

The CCTV scheme shall include details for the appearance of the height, type, and position of CCTV within the travel hub site. The details as approved shall be implemented in accordance with the CCTV scheme and maintained thereafter for the lifetime of the development.

Details submitted pursuant to this condition, must be prepared in coordination and consideration of other details associated with the wider scheme design for both landscaped and structural elements, to ensure design continuity and good aesthetics.

Reason: In order to ensure public safety within the travel hub site and privacy of neighbouring uses in accordance with policy HQ/1 of the South Cambridgeshire Local Plan (2018) and policy 56 of the Cambridge City Council Local Plan (2018).

25. Soft Landscape Maintenance and Management Plan

Prior to planting of the soft landscaping required in accordance with condition 17 (Hard and Soft Landscaping Scheme), a Soft Landscape Maintenance and Management Plan, including long term design objectives, management responsibilities and maintenance schedules for all soft landscape areas shall be submitted to and approved by the relevant local planning authority.

The Soft Landscape Maintenance and Management Plan shall be implemented as approved.

Any trees or plants provided as part of the soft landscaping scheme which, within a period of 10 years from the planting date, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species as those originally planted.

Reason: In the interests of visual amenity and safeguarding trees and plants in accordance with policies HQ/1, NH/2, NH/4, and NH/8 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 70 and 71 of the Cambridge City Council Local Plan (2018).

BRINGING INTO USE CONDITIONS

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

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

- (a) Verification/Validation Report demonstrating full compliance with the approved Remediation Strategy; and
- (b) details of any post-remedial sampling and analysis (as defined in the approved Materials Management Plan submitted under condition 9 (Local Environmental Management Plan(s)) which shall be included in the completion report along with all information concerning materials brought onto, used in and removed from the

development site. The information provided must demonstrate that the site has met the required clean-up criteria set out in the approved remediation strategy.

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

27. Provision of Replacement Open Space Land

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

The final layout of the replacement open space, along with any hard and soft landscaping details will be subject to the approval of the relevant local planning authority under condition 17 (Hard and Soft Landscaping Scheme) with the maintenance and management of the replacement open space land carried out in line with the plan approved under condition 25 (Soft Landscape Maintenance and Management Plan).

Reason: To protect public access to open space in line with Policy 67 of the Cambridge Local Plan 2018.

28. Busway – Traffic Signage and Road Marking Scheme

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

All traffic signage should be designed to comply with the DfT's Traffic Signs Manual 2018 (or as superseded), Manual for Streets, Manual for Streets 2 and Historic England Streets for All unless expressly authorised by the traffic authority.

The signage scheme shall be carried out in full in accordance with such approved details, shall be put in place prior to the busway first being brought into public use and shall be retained on site thereafter. Attention must be given to the restrictions on signage within the West Cambridge Conservation Area. Relevant signage must comply with all relevant Conservation Area requirements in regard to both design and placement.

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

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

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

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

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

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

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

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

30. Bringing into Use of the Scotland Farm Travel Hub

Within 14 days of the Scotland Farm Travel Hub first being brought into use the relevant local planning authority shall be notified in writing of the date on which the travel hub was first opened or occupied.

Reason: In order to be able to establish the timescales for the approval of details reserved by conditions.

31. Bringing into Use of the Scotland Farm Travel Hub - Monitoring of cycle parking provision

Prior to the Scotland Farm Travel Hub first being brought into public use, a scheme for the monitoring of cycle parking provision within the travel hub shall be submitted to, and approved in writing by, the relevant local planning authority. Thereafter, the scheme shall be implemented as approved.

Within one year of the Scotland Farm Travel Hub first being brought into public use, the monitoring survey as approved, will be undertaken to assess cycle parking occupancy

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

If, at any time, the monitoring survey reports that cycle parking occupancy levels within the travel hub are above 90% of the total number of existing cycle parking spaces (over a period defined in the monitoring scheme), then a programme for implementation of additional cycle parking provision at the travel hub shall be submitted to, and approved in writing by the relevant local planning authority.

The additional cycle parking spaces shall be implemented as approved within six months of the date of the monitoring survey.

Reason: To ensure that the cycling infrastructure and provision is achieved, and monitoring maintained, in accordance with policy TI/2 of the South Cambridgeshire Local Plan (2018) and policy 82 of the Cambridge City Council Local Plan (2018).

OTHER

32. Operational Buses

As a minimum, the buses used as part of the operational scheme shall be Euro VI compliant to limit emissions in line with the assessment undertaken as part of the Environment Statement (Document ref: CtoC-10-ES0-00).

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

33. Permitted Construction Hours

Unless otherwise agreed in writing by the relevant local planning authority, all construction works shall be limited to the core hours of 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday (save for start-up and close down activities) and at no time on Sundays, Bank or Public Holidays, except for any works relating to construction of the M11 overbridge which may take place outside of the core hours with the prior written approval of the relevant local planning authority.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers in accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018).

34: Restriction on bus movements during the nighttime (00:00 to 06:00) and shoulder periods (23:00 to 00:00 and 06:00 to 07:00)

i) No buses shall operate on the busway during the night time period between 00:00 and 06:00;

(ii) To the east of Charles Babbage Road there shall be no more than 9 hourly bus movements during each of the shoulder periods from 06:00 to 07:00 and from 23:00 to 00:00 unless the operating buses are fully electric in which case the restriction on the number of bus movements during the shoulder periods shall not apply.

(iii) To the west of Bourn Airfield there shall be no more than 6 hourly bus movements during each of the shoulder periods from 06:00 to 07:00 and from 23:00 to 00:00 unless the operating buses are fully electric in which case the restriction on the number of bus movements during the shoulder periods shall not apply.

Reason: To limit operational noise impacts and mitigate noise impacts from night time and shoulder period bus movements in the interests of the amenity of nearby residents/occupiers in accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018)."

35. Implementation

Where an approval is required under these conditions or a condition specifies 'unless otherwise agreed' by the relevant planning authority, such approval or agreement may only be given where it has been demonstrated to the satisfaction of the relevant planning authority that the subject matter of the approval or agreement sought is unlikely to give rise to any materially new or materially different environmental effects from those assessed in accordance with the Environmental Statement (Document ref: CtoC-10-ES0-00).

Where any subsequent revisions are agreed by the relevant local planning authority under this condition, all works or matters shall be carried out as agreed.