

Cambridge to Cambourne
DRAFT PLANNING CONDITIONS
Proposed Revisions 20/11/25

The purpose of this revision is to address points raised by the Inspectors during the Conditions RTS, specifically in relation to Conditions 15 (BNG Plan) and Conditions 19, 20, 21 and 22.

In summary the Inspectors asked that we consider changes to Condition 15 to require approval of a site wide BNG Plan prior to work commencing, with updates being submitted prior to each phase commencing. It was also asked suggested that monitoring and remedial provisions were made more clear.

It was also suggested that Conditions 19-22 could be amalgamated.

Revised Conditions 15 and 19, 20 and 22 are set out below. It is proposed that Condition 21 (Lighting Impact Assessment) be left intact and separate on the basis that it deals with lighting impacts rather than design.

15. Biodiversity Net Gain Plan

No development shall commence, 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), until a site wide Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the 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 accompanied with details of the management and monitoring of BNG, including reporting intervals and the mechanism for any necessary remedial work where the monitoring concludes that the target 10% BNG is not being achieved. A

monitoring report shall be submitted to the local planning authority, or designated responsible body, in accordance with the approved reporting intervals.

Prior to commencement of each phase of development as specified in the development phasing plan approved under Condition 3, 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), an updated BNG Plan for each phase shall be submitted to and approved in writing by the local planning authority. The updated BNG Plan shall demonstrate compliance with the site wide BNG Plan.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details.

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.

19, 20 and 22 Design Details

No development shall commence in each phase of development as specified in the development phasing plan approved under Condition 3, 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), until design details of the layout, scale and appearance of works in the relevant phase have been submitted to and approved in writing by the relevant local planning authority (in consultation with Natural England regarding items (c) and (d)).

Design details shall be provided for:

- 1. Any building, including utility enclosures and substations;*
- 2. Any Busway Stop;*
- 3. The M11 overbridge, Bin Brook crossing or any other bridge and their associated structures including embankments, abutments and parapets;*
- 4. Environmental noise barriers (whether comprised of earth mounds, landscaping or physical acoustic fence / barriers structures or a combination thereof if required); and*
- 5. Retaining structures.*
- 6. Sample panels of finishes and materials must be submitted to and approved in writing by the relevant local planning authority, including:*

1. *In situ concrete finishes; and*
2. *Weathering steel samples.*
7. *temporary haul road access to all Construction Compounds;*
8. *the formation, laying out or alteration of any means of access to any highway used by the busway or vehicular traffic; and*
9. *the formation, laying out or alteration of any pedestrian, cycle or equestrian route.*
10. *The internal roads, footpath and cycle ways;*
11. *Vehicle parking arrangements at Scotland Farm Travel Hub, including the number of spaces;*
12. *Cycle parking facilities at Scotland Farm Travel Hub, including the number of spaces;*
13. *The bus stops and shelters at Scotland Farm Travel Hub;*
14. *Other street furniture at Scotland Farm Travel Hub, such as bins and benches; and*
15. *Gates, fences and means of enclosure at Scotland Farm Travel Hub.*

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 in accordance with the details so approved.

Reason: To ensure that the design and external appearance of the development does not detract from the character and appearance of the area, and to ensure the development is able to assimilate into its surroundings taking account of its location within the Green Belt and in the interests of highway safety in line with Policies 4, 8, 35, 55, 57 and 81 of the Cambridge Local Plan 2018 and Policies S/4, SC/10, TI/2, TI/3 and HQ/1 of the South Cambridgeshire Local Plan 2018.