
The Cambridge South East Transport Order

Transport And Works Act 1992

Transport And Works (Applications And Objections
Procedure) (England And Wales) Rules 2006

Request for Deemed Planning Permission

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Applicant	Cambridgeshire County Council
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TRANSPORT AND WORKS ACT 1992

TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2006

THE CAMBRIDGE SOUTH EAST TRANSPORT SCHEME ORDER 202[X].

REQUEST FOR DEEMED PLANNING PERMISSION - RULE 10(6)

(DOCUMENT REF: CSET-14-00-00)

1. Cambridgeshire County Council (CCC) on behalf of the Greater Cambridgeshire Partnership (GCP) hereby requests, pursuant to Rule 10(6) of the Transport and Works (Applications and Objections Procedure)(England and Wales) Rules 2006 (S.I. 2006 No. 1466) ("the Applications Rules"), a direction from the Secretary of State under section 90(2A) of the Town and Country Planning Act 1990 that, subject to the paragraphs below, planning permission, so far as it is required, shall be deemed to be granted for the proposed development to be authorised by the Cambridge South East Transport Order 202[X]) ("the Order").
2. The draft Order in summary seeks authorisation for CCC to construct a two-way mostly segregated guided busway to the south east of Cambridge within a corridor between the A1307 to the east, the A1301 to the west, the A11 to the south and the Cambridge Biomedical Campus to the north. The development will include the construction and operation of a guided busway system using sensor and kerb guidance which is road based, an emergency and maintenance access track which also serves as a multipurpose active travel path (Service Track) and Travel Hub. The route will link to the existing guided busway at the Cambridge Biomedical Campus. There are three proposed intermediate bus stops along the route at Great Shelford, Stapleford and Sawston. The route terminates at a new travel hub facility (the A11 Travel Hub), south east of the village of Babraham and immediately to the west of the A11 at the Fourwentways Roundabout. The development includes both the physical infrastructure of the new busway, and its use for the bus services, which will continue beyond the busway into Cambridge city centre and surrounding villages. Several temporary construction compounds are proposed along the proposed route. Environmental mitigation including drainage features, earthworks and landscaping along with other ancillary works are also proposed
3. The development for which planning permission is requested is development for which provision is included in the Order within any of the limits or any of the places authorised by the Order.
4. The planning permission requested is intended to be granted subject to the proposed planning conditions set out in Schedule 1 to this request, in accordance with Rule 10(6)(b) of the Applications Rules. For the purposes of Rule 10(6)(c) the proposed planning conditions reserve certain matters for subsequent approval by the relevant local planning authority; these include matters relating to:
 - Phasing of development;
 - Site investigations and contaminated land;
 - Archaeology;

- Construction and demolition related matters;
- Construction traffic arrangements;
- Demolition;
- Works to trees and hedgerows;
- Handling of agricultural soils;
- Operational Noise;
- Air Quality;
- Drainage;
- Biodiversity;
- Bat Mitigation Monitoring;
- Sustainability;
- Hard and soft landscaping;
- Appearance, access, layout and scale of elements of the development;
- Ancillary works; and
- Bringing into use conditions.

5. A set of planning direction drawings showing elements of the Proposed Development in further detail accompanies this request pursuant to Rule 10(6)(d) of the Applications Rules. A list of those drawings is set out in Schedule 2 to this Request.

SCHEDULE 1: PROPOSED PLANNING CONDITIONS TO BE ATTACHED TO DEEMED PLANNING PERMISSION

DEFINITIONS / INTERPRETATIONS

In these conditions, unless the context otherwise requires:-

"the Order" means the Cambridge South East Transport Scheme Order 202[X];

"the Order limits" has the same meaning as in article 2 of the Order; [note: "Order limits" means the permanent limits and the temporary limits of the land to be acquired or used and shown on the works and land plans];

"the development" means the development authorised by the Order and this Direction under deemed planning permission;

"the guided busway" has the same meaning as in article 2 of the Order; [note: "guided busway" means a way provided for the use of vehicles which are constructed or adapted to carry more than 8 passengers for hire or reward and use a mode prescribed in article 2(e), (f), (g) or (h) of the Transport and Works (Guided Transport Modes) Order 1992"];

"building" means any structure or erection, above the surface of the ground, but does not include any traffic light or sign, or any plant or machinery;

"Competent Person" means individuals that hold chartered status with a relevant body;

"the Local Planning Authority" means South Cambridgeshire District Council or Cambridge City Council as the context requires;

"the approved planning drawings" means the drawings listed in Schedule 2 to the request for deemed planning permission;

"the Environmental Statement" means the Statement submitted with the application for the Order,

"CIEEM guidance" means the Chartered Institute of Ecology and Environment Management published guidance.

"Design and Access Statement" means the statement that has been prepared by Strutt & Parker and Atkins, dated November 2024.

"Ecological Design Scheme" means a scheme which sets out the proposed ecology and biodiversity measures.

"the Site" means the land within the Order limits

"Travel Hub" has the same meaning as in article 2 of the Order [note: "Travel Hub" means the permanent park and ride facilities shown on the works and land plans];

"Relevant Local Planning Authority" means South Cambridgeshire District Council or Cambridge City Council as the context requires"

References to numbered works are references to the works set out in Schedule 1 to the Order.

No.	DRAFT CONDITION WORDING – PRECOMMENCEMENT (Details to be submitted and approved by the Local Planning Authority before any works start on site)
1	<p>Commencement of Development</p> <p>The development hereby permitted shall be commenced not later than 5 years from the date of this permission. Within 14 days of the commencement of the development hereby permitted, the Local Planning Authority shall be notified in writing of the date on which the development commenced.</p> <p><i>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.</i></p>
2	<p>Approved Plans and Documents</p> <p>The development hereby permitted shall be carried out in accordance with the approved planning direction drawings.</p> <p><i>Reason: To define the permission and protect the character and appearance of the locality in accordance with policies CC/6, HQ/1, NH/2, NH/8 and NH/14 of the South Cambridgeshire Local Plan (2018) and policies 8, 29 and 34 of the Cambridge City Council Local Plan (2018).</i></p>
3	<p>Phasing strategy/plan</p> <p>No development shall commence until a Phasing Strategy for the development has been submitted to, and approved in writing by, the relevant Local Planning Authority. The Phasing Strategy shall include a plan showing each phase of the development within the Order limits, including construction phases in accordance with the DCEMP referred to in condition 4, and anticipated timescales for delivery. The development must be carried out in accordance with the approved Phasing Strategy.</p> <p><i>Reason: To ensure that the impacts of the proposed works are mitigated in a timely manner and to assist with the determination of discharge of conditions and 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).</i></p>
4	<p>Construction Environmental Management Plan</p> <p>No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to and approved in writing by the Local Planning Authority. The DCEMP shall include the consideration of the following aspects of demolition and construction: a) Demolition, construction and phasing programme. b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures. c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. d) Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails. f) Noise impact assessment methodology, mitigation measures, noise monitoring and</p>

	<p>recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. g) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate. h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - Greater Cambridge supplementary planning guidance 2020. i) Use of concrete crushers. j) Prohibition of the burning of waste on site during demolition/construction. k) Site artificial lighting including hours of operation, position and impact on neighbouring properties. l) Drainage control measures including the use of settling tanks, oil interceptors and bunds. m) Screening and hoarding details. n) Access and protection arrangements around the site for pedestrians, cyclists and other road users. o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures. p) External safety and information signing and notices. q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures. r) Membership of the Considerate Contractors Scheme.</p> <p>A draft Construction Environmental and Management Plan document reference CSET-10-08-00 as part of the Environmental Statement document reference CSET-10-02-00 has been submitted to inform the DCEMP. Development shall be carried out in accordance with the approved DCEMP.</p> <p>Reason: <i>To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)</i></p>
5	<p>Tree Protection measures</p> <p>Prior to the commencement of site clearance, site compounds and access routes and site preparation works, no development shall commence within each phase until an arboricultural method statement (AMS) including tree protection measures for hereby approved development has been submitted to, and approved in writing by, the relevant Local Planning Authority. The AMS shall include details of the tree protection measures in accordance with British Standard 5837 (as amended) for each phase of the development and timetable for implementation. The approved AMS for each phase must be implemented prior to the commencement of the construction of the phase to avoid damaging any trees to be retained.</p> <p>Reason: <i>In the interests of visual amenity and safeguarding trees that are worthy of protection.</i></p>
6	<p>Vegetation removal</p> <p>No development shall commence within each phase or within any site compound, access route or storage area until a schedule of vegetation removal to facilitate the development has been submitted to, and approved in writing by, the relevant Local Planning Authority. The schedule shall contain details of the vegetation removal, including the measures identified in section 10.6 of chapter 10 of the Environmental Statement (document reference CSET-10-02-00) for each phase of the development. The development must thereafter be carried out in full accordance with such approved details, including the timetable for implementation.</p> <p>Reason: <i>To ensure that biodiversity is conserved in accordance with policies 69 and 70 of the Cambridge City Local Plan 2018 and policies NH/4 and NH/5 of the South Cambridgeshire Local Plan 2018.</i></p>
7	<p>Piling Risk Assessment</p>

	<p>No development within each phase shall take place until a Piling Risk Assessment has been submitted to and approved in writing by the relevant Local Planning Authority.</p> <p>Reason:</p> <p><i>To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190 and 194 (2023), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), the objectives of policies CC/7 & SC/11 of the South Cambridgeshire Local Plan, and policies 33 & 31 of the Cambridge Local Plan.</i></p>
8	<p>Unexpected contamination</p> <p>If during the development contamination not previously identified is found to be present at the Site, such as putrescible waste, visual or physical evidence of contamination of fuels/oils, backfill or asbestos containing materials, 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.</p> <p>The remediation strategy must be implemented as approved to the satisfaction of the relevant Local Planning Authority.</p> <p>Reason: <i>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).</i></p>
9	<p>Archaeological Investigation Strategy</p> <p>No development shall commence within each phase until the implementation of a programme of archaeological investigations has been undertaken in accordance with a Written Scheme of Investigation (WSI) which has been previously submitted to, and approved in writing by, the relevant Local Planning Authority. The WSI will include the following components, the implementation of which will trigger the phased discharging of the condition:</p> <ol style="list-style-type: none"> 1) Approval of the Written Scheme of Investigation should include: <ol style="list-style-type: none"> a) the statement of significance and research objectives for the relevant phase; b) the programme and methodology of site investigation and post-excavation assessment and archiving; c) the nomination of a Competent Person or organisation to undertake the agreed works. 2) Fieldwork in accordance with the agreed WSI to include an appropriate outreach element. 3) Completion of a Post-Excavation Assessment report (PXA) and delivery of an approved Updated Project Design (UPD): to be submitted within six months of the completion of fieldwork, unless otherwise agreed in writing by the Local Planning Authority. 4) Completion of an archive report within 18 months of approval of the UPD unless otherwise agreed in writing by the Local Planning Authority; the preparation of the archaeological archive for deposition at the Cambridgeshire Archive facility, or another appropriate store approved in writing by the Local Planning Authority.

	<p>5) Provision to be secured for the publication of the results to achieve the preservation by record of the heritage assets affected by development.</p> <p>The approved scheme must be implemented in full, including any post development requirements.</p> <p>Reason: <i>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 local plan policies and the NPPF 2024.</i></p>
10	<p>Construction Ecological Method Statement</p> <p>No works shall be carried out including vegetation clearance or building or built structure demolition until a Construction Ecological Method Statement (EMS) has been submitted to and agreed in writing by the Local Planning Authority.</p> <p>The EMS shall include but not limited to the following:</p> <ul style="list-style-type: none"> a) Review of site potential and constraints, based on species surveys and operational limitations of the site. b) Detailed design(s) and/or working method(s) to achieve stated objectives, including: <ul style="list-style-type: none"> i) Risk assessment of potentially damaging construction activities; ii) Identification of “biodiversity protection zones”; 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); iv) The location and timings of sensitive works to avoid harm to biodiversity; v) The times during construction when specialist ecologists need to be present on site to oversee works; vi) Responsible persons and lines of communication; vii) The role and responsibilities on site of an ecological clerk of works (ECoW) or a similarly competent person; viii) Use of protective fences, exclusion barriers and warning signs if applicable. c) Extent and location/area of proposed works on appropriate scale maps and plans. d) Details of monitoring and remedial measures, including timetable for submission to Local Planning Authority. e) Details of the mitigation for breeding birds 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. f) Details of any necessary protected species licences acquired from Natural England prior to works commencing. <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 that remedial action will be identified, agreed and implemented so that the development continues to protect, enhance, mitigate and compensate for the construction works as originally approved.</p> <p>A draft Code of Construction Practice (document reference CSET-10-07-00 (CoCP)) has been submitted as part of the Environmental Statement document reference CSET-10-02-00 which shall inform the EMS. The development shall only be carried out in accordance with the EMS approved in writing by the relevant Local Planning Authority.</p> <p>Reason: <i>to ensure that the proposed development adequately safeguards, mitigates and enhances the natural environment., in accordance with policy NH/4 of South Cambridgeshire Local Plan (2018) and policy 70 of Cambridge City Council Local Plan (2018).</i></p>
11	<p>Temporary crossing over River Granta</p>

	<p>No development shall commence on the proposed temporary crossing over the River Granta as shown on the plan identifying proposed contractor access arrangement as part of the DCEMP in condition 4 until detailed habitat restoration plans, including but not limited to, site levels, elevations and sections for the temporary crossing over the River Granta (County Wildlife Site) has been submitted to, and approved in writing by, the Local Planning Authority. The development must be carried out in accordance with the approved details.</p> <p>Reason: <i>To ensure that the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers and that the design of the temporary crossing is appropriate, having regard to policies HQ/1 of South Cambridgeshire Local Plan (2018); policies 55 and 56 of Cambridge City Council Local Plan (2018); and Chapter 12 of the National Planning Policy Framework (2021).</i></p>
12	<p>Drainage</p> <p>Prior to the commencement of development within each phase, details relating to sustainable urban drainage or attenuation basins shall be submitted to, and approved in writing by, the relevant Local Planning Authority.</p> <p>A Drainage Strategy (document reference CSET-10-04-00) and Flood Risk Assessment (document reference CSET-10-23-00) have been submitted as part of the Environmental Statement (document reference CSET-10-02-00) which shall inform the details of the sustainable urban drainage and attenuation basins. The development must be carried out in accordance with the approved details.</p> <p>Reason: <i>To manage surface water drainage and protect groundwater and biodiversity within the vicinity of the Site and to ensure that people and property are protected from flood risk, in accordance with policy CC/8 and CC/9 of South Cambridgeshire Local Plan (2018); policies 31 and 32 of Cambridge City Council Local Plan (2018); and chapter 14 of the National Planning Policy Framework (2021).</i></p>
OTHER CONDITIONS	
13	<p>Design and External Finishing and Enclosures</p> <p>Prior to the commencement of development above ground level within each phase (as defined by condition 3) details of those external structures listed below as part of the development have been submitted to, and approved in writing by, the relevant Local Planning Authority. The details shall exclude any soft or hard landscaping details but must include details of scale, external appearance and materials.</p> <ul style="list-style-type: none"> – Travel hub building, shelters and associated facilities; – Any additional new permanent or temporary structures; – Retaining walls and bunds; – Fencing, wall or other means of enclosure; – Earthworks and structures including noise bunds; – Any other structures required to facilitate the approved development. <p>The development in each phase must be carried out in accordance with the approved details.</p> <p>Reason: <i>To ensure that any external structures as part of the development are designed at an appropriate scale and that the external appearance and use of materials and finishes are suitable to the location and context in accordance with policy HQ/1 of South Cambridgeshire Local Plan (2018) and policies 55, 56 and 57 of Cambridge City Council Local Plan (2018).</i></p>
14	<p>Guided Busway details</p>

	<p>Prior to the commencement of development above ground level within each phase, details of the guided busway for each phase shall be submitted to, and approved in writing by, the relevant Local Planning Authority. The details shall include but not be limited to:</p> <ul style="list-style-type: none"> – Busway surfacing; – Drainage systems; – Lighting scheme; – Emergency and maintenance access track design; – Other relevant apparatus to facilitate use of the guided busway. <p>The development in each phase must be carried out in accordance with the approved details.</p> <p>Reason: <i>To ensure the external appearance is satisfactory in the context and that the environmental impact of the construction of the development is adequately mitigated and to ensure that the proposed development is satisfactory in terms of its appearance in accordance with policies CC/7, CC/8, SC/9 and SC/11 of the South Cambridgeshire Local Plan (2018); Greater Cambridge Sustainable Design and Construction SPD 2020 (sections 3.6, 3.7); policies 28 and 34 of the Cambridge City Council Local Plan (2018); and chapters 12, 14 and 15 of the National Planning Policy Framework (2021).</i></p>
15	<p>Bus stop infrastructure</p> <p>Prior to the commencement of development above ground level within each phase, details relating to the approved bus stops as part of the development shall be submitted to, and approved in writing by, the relevant Local Planning Authority. The details shall include but not be limited to:</p> <ul style="list-style-type: none"> – Passenger shelter design; – Cycle parking design; – Signage design; – Seating design; – Lighting scheme; – CCTV strategy including location and type of system; – Real Time Passenger Information details including location; – Any other street furniture. <p>The development in each phase must be carried out in accordance with the approved details.</p> <p>Reason: <i>To ensure that the bus stops are safe, inclusive and accessible in accordance with chapter 12 of the NPPF (2023) (Achieving well-designed and beautiful places); HQ/1, TI/2 and SC/9 of South Cambridgeshire Local Plan (2018); and policies 28 and 34 of Cambridge City Council Local Plan (2018).</i></p>
16	<p>A11 Travel Hub details</p> <p>Prior to the commencement of development within the Travel Hub, details of the Travel Hub generally in accordance with the Design Statement shall be submitted to, and approved in writing by, the relevant Local Planning Authority. The details must include but not be limited to:</p> <ol style="list-style-type: none"> 1. The buildings and structures associated with the Travel Hub; 2. The materials for the external surfaces of buildings to be used in the construction of the development, including a sample panel for relevant materials (including external brickwork) to include details of fixings, finishes and junctions between materials; 3. Design and number of solar panel bays; 4. Bike storage and parking; 5. Bus stops to include green roofs; 6. Real Time Passenger Information details including location; 7. Any other street furniture;

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| | <ol style="list-style-type: none">8. Any other apparatus required to facilitate the Travel Hub;9. Hard and soft landscaping details. |
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The development in each phase must be carried out in accordance with the approved details.

Reason: *To ensure that the Travel Hub is of a good design and that the environmental impact of the Travel Hub is adequately mitigated in accordance with policies CC/3, CC/7, CC/8, SC/9 and SC/11 of the South Cambridgeshire Local Plan (2018); Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6); policies 28, 34, 56 and 82 of the Cambridge City Council Local Plan (2018); and chapters 9, 12, 14 and 15 of the National Planning Policy Framework (2021).*

17	<p>Soft and hard landscape works</p> <p>No development above ground level shall commence within each phase until a detailed soft and hard landscaping scheme in accordance with the landscape mitigation shown on the approved planning direction drawings and taking into account the draft Landscape and Ecological Masterplan (document reference CSET-10-05-00) (LEMP) which has been submitted as part of the Environmental Statement (document reference CSET-10-02-00) has been submitted to, and approved in writing by, the relevant Local Planning Authority. The details shall include, but not be limited to, the following information:</p> <ul style="list-style-type: none"> - planting plans; - 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 including, but not limited to, locations, soil volume in cubic metres, tree guying or other support, cross sections and dimensions; - methodology for the preparation, restoration and maintenance of soils to allow species-rich grassland and other planting to establish; - details of any alterations relating to existing and proposed bunds and earthworks including geotextiles and other reinforcement; - hard landscaping proposals (including proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); - timetable for implementation. <p>The development must thereafter be carried out and maintained in full accordance with such approved details, including the timetable for implementation.</p> <p>Reason: <i>To help to assimilate the development into its surroundings taking account of its Green Belt setting, 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).</i></p>
18	<p>5-Year Landscape Establishment</p> <p>Any trees or plants provided as part of the landscape scheme as detailed in condition 17 above which, within a period of 5 years from the planting date, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with the same species and size as originally specified unless otherwise approved in writing by the relevant Local Planning Authority.</p> <p>Reason: <i>In the interests of visual amenity and safeguarding trees and plants that are worthy of retention 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).</i></p>
19	<p>Public rights of way and means of access</p> <p>Prior to the commencement of development above ground level within each phase details relating to any alterations, diversion or creation of new means of access or public right of way shall be submitted to, and approved in writing by, the relevant Local Planning Authority.</p> <p>Reason: <i>To ensure that places are safe and accessible and ensure public rights of way are protected and enhanced, in accordance with chapter 8 of the National Planning Policy Framework (2012); policy 14 of Cambridge City Council Local Plan (2018); and policy CC/6 of South Cambridgeshire Local Plan (2018).</i></p>

Landscape Ecological Management Plan

No development shall commence above ground level within each phase until a detailed Ecological Design, to be informed by the LEMP, is submitted to, and approved in writing by, the relevant Local Planning Authority. This shall include, but not be limited to, the following:

- a) The draft Code of Construction Practice (CoCP) detailing proposed protection and mitigation measures during construction for designated sites, protected species (including but not limited to bats, badger, reptiles, breeding birds, wintering birds, otter) and national / local priority species and habitats.
- b) Detailed ecological design, including detailed drainage scheme (discharge into coprolite ponds, swales and discharge into River Granta via new outfall, including the proposed reinstatement of land used for the drainage scheme), design and approval of headwalls and design of large mammal tunnel(s) or underpass(es).
- c) Detailed planting schedule and scheme for ecological mitigation / enhancement areas.
- d) LEMP, which shall include (but not be limited to):
 - i. A detailed planting scheme, including species list;
 - ii. Details of plant establishment for a period of 5 years; and
 - iii. Long term design objectives, management responsibilities and maintenance schedules for all landscape areas, including copies of agreements with landowners that provide details of the location extent and maintenance of replacement habitat mitigation (outside of the red line boundary) so as to ensure there is no net loss in biodiversity;

The approved detailed Ecological Design scheme, including the LEMP, must be implemented in full for a minimum of 30 years from the first available planting reason after the date that the Travel Hub is first brought into public use, or occupation of any part of the development hereby permitted, whichever is the sooner.

Reason: *In the interests, of visual amenity and to ensure that landscaping becomes appropriately established on site; that any affected footpaths are restored appropriately including that the drainage route will go back to the path; and to ensure that the construction works do not adversely impact on protected species such as bats in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 69, 70 and 71 of the Cambridge City Council Local Plan (2018).*

21	<p>Biodiversity Net Gain</p> <p>Prior to the commencement of development, an updated Biodiversity Net Gain Assessment for the approved scheme shall be submitted to, and approved in writing by, the relevant Local Planning Authority. The updated assessment uses the DEFRA Metric 4.0 for calculating Biodiversity Net Gain (or title in successor) and shall include:</p> <ul style="list-style-type: none"> (i) Mitigation and enhancement measures; (ii) Biodiversity Net Gain units; (iii) A scheme detailing how the new habitat will be established, managed and maintained for a period of 30 years; (iv) A habitat monitoring scheme to report to relevant bodies 1, 2, 3, 4, 5, 10, 15, 20, 25 and 30 years after works are started. If desired conditions are not reached within predicted timeframes remedial actions shall be submitted to, and agreed in writing by, the relevant Local Planning Authority as part of this monitoring requirement; (v) A scheme for the provision of annual reports, to be submitted to the relevant Local Planning Authority, to report on the ongoing habitat management, as agreed in part iv. above, for a period of 30 years. Year 0 will be agreed for the purposes of an annual date for the publishing of the annual monitoring report. (vi) Details of the contract to secure its delivery, monitoring and reporting to the relevant Local Planning Authority for a minimum 30 year period which will evidence the scheme's implementation and that its objectives are being met, together with provisions to review, amend and implement any proposals to change the scheme. The development shall be carried out in accordance with the approved details. <p><i>Reason: for the protection of existing species and the ecological and biodiversity value of the area including biodiversity net gain is achieved; and to safeguard and enhance biodiversity in accordance with Policies HQ/1, NH/2 and NH/4 of the South Cambridgeshire Local Plan (2018) and policies 8, 56, 59, 69, 70 and 71 of the Cambridge City Council Local Plan (2018).</i></p>
22	<p>Construction Hours</p> <p>No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the relevant Local Planning Authority.</p> <p><i>Reason: To protect the amenity of the adjoining properties. In accordance with policy SC/10 of the South Cambridgeshire Local Plan (2018) and policy 35 of the Cambridge City Council Local Plan (2018).</i></p>
23	<p>Water Efficiency</p> <p>The development hereby approved shall not be used or occupied until a water efficiency specification, based on the BREEAM Wat01 Water Calculator Methodology, has been submitted to and approved in writing by the Local Planning Authority. The specification shall demonstrate the achievement of 2 credits for water efficiency (Wat01).</p> <p>The development shall be implemented in accordance with the agreed details.</p> <p><i>Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction. (South Cambridgeshire Local Plan 2018 policy CC/4 and the Greater Cambridge Sustainable Design and Construction SPD 2020).</i></p>
24	<p>Wayfinding</p> <p>Prior to operation, details of wayfinding and signage are to be submitted to and approved in writing by the relevant Local Planning Authority and the development carried out in accordance with the approved details.</p>

	<p>Reason: To ensure that the development is integrated with the surrounding area in accordance with Cambridge Local Plan 2018 policies 55 and 59, South Cambridgeshire Local Plan 2018 policies T1/2 and Policy T1/8.</p>
25	<p>CCTV scheme for Travel Hub</p> <p>Prior to the installation of any CCTV at the Travel Hub, a CCTV scheme for the development shall be submitted to and approved in writing by the relevant Local Planning Authority.</p> <p>The CCTV scheme shall include details for the appearance of the height, type, and position within the Travel Hub site. The details as approved shall be implemented in accordance with the agreed scheme and maintained thereafter for the lifetime of the development.</p> <p>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).</p>
26	<p>Electric Vehicle Charging Points – Travel Hub</p> <p>No development shall commence within the phase of development that includes the Travel Hub until an electric vehicle charge point scheme has been submitted to and approved in writing by the relevant Local Planning Authority. The scheme shall include as a minimum:</p> <ul style="list-style-type: none"> a) The location, type (kW) and number of active electric vehicles charging points along with the 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. <p>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 local planning authority.</p> <p>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)</p>
27	<p>Operational Lighting</p> <p>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:</p> <ul style="list-style-type: none"> 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 <p>All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notices for the Reduction of Obtrusive Light - GN01/20 (or as superseded).</p> <p>The lighting and mitigation scheme shall be carried out as approved and retained as such.</p> <p>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).</p>

Operational Buses

As a minimum, the guided 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 CSET-10-02-00).

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.*

Schedule 2 – List of Planning Direction Drawings

Name	AtkinsRéalis Drawing Name	TWAO Application Drawing Reference Name
Existing Layout Drawings		
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000017	Existing Layout Drawings Layout Sheet	CSET-12-DP2-00_EXISTING SITE PLAN
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000001	Existing Layout Drawings Sheet 1 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000002	Existing Layout Drawings Sheet 2 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000003	Existing Layout Drawings Sheet 3 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000004	Existing Layout Drawings Sheet 4 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000005	Existing Layout Drawings Sheet 5 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000006	Existing Layout Drawings Sheet 6 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000007	Existing Layout Drawings Sheet 7 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000008	Existing Layout Drawings Sheet 8 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000009	Existing Layout Drawings Sheet 9 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000010	Existing Layout Drawings Sheet 10 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000011	Existing Layout Drawings Sheet 11 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000012	Existing Layout Drawings Sheet 12 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000013	Existing Layout Drawings Sheet 13 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000014	Existing Layout Drawings Sheet 14 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000015	Existing Layout Drawings Sheet 15 of 16	
5212868-ATK-GEN-WHL_AL_E-DR-ZL-000016	Existing Layout Drawings Sheet 16 of 16	
Deemed Planning Drawings – Existing Site Sections		
5212868-ATK-LDC-WHL_AL-DR-CH-000011	Deemed Planning Drawings Existing Cross Sections 1 of 10	CSET-12-DP3-00_EXISTING SITE SECTIONS

5212868-ATK-LDC-WHL_AL-DR-CH-000012	Deemed Planning Drawings Existing Cross Sections 2 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000013	Deemed Planning Drawings Existing Cross Sections 3 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000014	Deemed Planning Drawings Existing Cross Sections 4 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000015	Deemed Planning Drawings Existing Cross Sections 5 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000016	Deemed Planning Drawings Existing Cross Sections 6 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000017	Deemed Planning Drawings Existing Cross Sections 7 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000018	Deemed Planning Drawings Existing Cross Sections 8 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000019	Deemed Planning Drawings Existing Cross Sections 9 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000020	Deemed Planning Drawings Existing Cross Sections 10 of 10	
Deemed Planning Drawings – Proposed Site Plans		
5212868-ATK-GEN-WHL_AL-DR-ZL-000001	Deemed Planning Drawings Sheet 1 of 16	CSET-12-DP4B-00_PROPOSED SITE PLANS
5212868-ATK-GEN-WHL_AL-DR-ZL-000002	Deemed Planning Drawings Sheet 2 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000003	Deemed Planning Drawings Sheet 3 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000004	Deemed Planning Drawings Sheet 4 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000005	Deemed Planning Drawings Sheet 5 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000006	Deemed Planning Drawings Sheet 6 of 16	

5212868-ATK-GEN-WHL_AL-DR-ZL-000007	Deemed Planning Drawings Sheet 7 of 18	
5212868-ATK-GEN-WHL_AL-DR-ZL-000008	Deemed Planning Drawings Sheet 8 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000009	Deemed Planning Drawings Sheet 9 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000010	Deemed Planning Drawings Sheet 10 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000011	Deemed Planning Drawings Sheet 11 of 16	CSET-12-DP4C-00_PROPOSED SITE PLANS
5212868-ATK-GEN-WHL_AL-DR-ZL-000012	Deemed Planning Drawings Sheet 12 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000013	Deemed Planning Drawings Sheet 13 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000014	Deemed Planning Drawings Sheet 14 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000015	Deemed Planning Drawings Sheet 15 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000016	Deemed Planning Drawings Sheet 16 of 16	
5212868-ATK-GEN-WHL_AL-DR-ZL-000017	Deemed Planning Drawings Sheet Layout	CSET-12-DP1-00_Scheme Location Plan / CSET-12-DP4A-00_PROPOSED SITE PLANS
Deemed Planning Drawings – Proposed Site Sections		
5212868-ATK-LDC-WHL_AL-DR-CH-000001	Deemed Planning Drawings Proposed Cross Sections 1 of 10	CSET-12-DP5-00_PROPOSED SITE SECTIONS
5212868-ATK-LDC-WHL_AL-DR-CH-000002	Deemed Planning Drawings Proposed Cross Sections 2 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000003	Deemed Planning Drawings Proposed Cross Sections 3 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000004	Deemed Planning Drawings Proposed Cross Sections 4 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000005	Deemed Planning Drawings Proposed Cross Sections 5 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000006	Deemed Planning Drawings Proposed Cross Sections 6 of 10	

5212868-ATK-LDC-WHL_AL-DR-CH-000007	Deemed Planning Drawings Proposed Cross Sections 7 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000008	Deemed Planning Drawings Proposed Cross Sections 8 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000009	Deemed Planning Drawings Proposed Cross Sections 9 of 10	
5212868-ATK-LDC-WHL_AL-DR-CH-000010	Deemed Planning Drawings Proposed Cross Sections 10 of 10	