No.	Condition
1.	**Time frame to commence development** 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 relevant local planning authority shall be notified in writing of the date on which the development commences, **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 and details hereby approved. **Reason:** To ensure compliance with the approved plans within the limits of deviation contained in the Cambridge South East Transport Order 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) Enabling works e.g. haul roads, location of site compounds, archaeology and site investigations; ii) Landscaping; and iii) 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 for that phase, including temporary haul road arrangements and indicative duration of works for the relevant phase. Where relevant, 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; and c) A construction programme providing the sequence and timing of the relevant phase. The development shall be carried out in accordance with the approved Development Phasing Plan. **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**

5.	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 **[CD1-10.26 Appendix 9.1]** of the Environmental Statement and the Atkins Geotechnical and Geo-environmental Preliminary Risk Assessment dated May 2020 appended to it. The Strategy will have been agreed by the Cambridgeshire Historic Environment Team prior to submission. 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 onsite receptors as well as to controlled waters, property and ecological systems. **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 where relevant 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) If required in accordance with the Intrusive Site Investigation Report, 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 onsite receptors.
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 off- site receptors.
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` These archaeological mitigation works are to be carried out in accordance with a Written Scheme of Investigation (WSI), which is to be 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.

8.	**Code of Construction Practice (CoCP)** 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 **[CD1-10.07.0 and CD1-10.07.1]** submitted with the application. The development shall be carried out in accordance with the approved Code of Construction Practice thereafter. **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.
9.	**Construction Environmental Management Plan (CEMP)** 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 Construction Environmental Management Plan (CEMP) 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 CEMP shall cover all matters specified in Sections 4-13 of the Code of Construction Practice approved under condition 8 (Code of Construction Practice). Where relevant, the CEMP(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 including any restrictions to construction traffic in the vicinity of the site and traffic on these routes; 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 and 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 14 (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) a process for requesting agreement from the relevant authority, where necessary, for a specified period for carrying out construction work outside the permitted construction hours (as defined in condition 35), which shall include a request in writing to the relevant authority and notification to local residents in advance of the works being carried out.

	o) All works compounds, material storage areas, and associated site facilities must be located entirely outside of zones identified as being at risk of flooding. Storage locations should be selected to prevent any increase in flood risk to surrounding areas. Appropriate measures such as elevated platforms, bunding, impervious surfaces and secure containment should be implemented where necessary to prevent contamination or runoff. Regular inspections and risk assessments must be carried out to verify ongoing compliance, ensuring that storage practices do not impede drainage or exacerbate flood hazards. The CEMP(s) produced shall be made available in an electronic form suitable for inspection by members of the public. The CEMP(s) must include details of the general complaint's 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 CEMP(s).* The development shall be carried out in accordance with the approved CEMP(s) thereafter. **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.
10.	**Construction Ecological Method Statement (CEcoMS)** No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Ecological Method Statement (CEcoMS) has been submitted to and approved in writing by the relevant local planning authority. The CEcoMS shall include the following:

	1. Risk assessment of potentially damaging construction activities. 2. Identification of "biodiversity protection zones". 3. 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). 4. The location and timings of sensitive works to avoid harm to biodiversity features. 5. The times during which construction when specialist ecologists need to be present on site to oversee works. 6. Responsible persons and lines of communication. 7. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. 8. Use of protective fences, exclusion barriers and warning signs if applicable. 9. Measures taken to prevent pollution of the receiving groundwater and/or surface water including into Hobson's Brook 10. Use of artificial lighting during construction to be designed to minimise light spill onto semi-natural and natural habitats used by bats and in accordance with the Bat Conservation Trust and Institute of Lighting Professionals Guidance Note 08/23 (or as superseded). 11. Measures for temporary hedges or screens to maintain bat flightlines during construction which shall be informed by consultation with Natural England. 12. Details of any necessary protected species licences acquired from Natural England prior to works commencing. The CEcoMS shall be implemented throughout the construction period strictly in accordance with the approved details. **Reason**: To ensure that the construction works do not adversely impact on protected species and important habitats.
11.	**Ecological Design and Landscape Ecological Management Plan** No works shall be carried out including vegetation clearance or demolition within each phase until a detailed Ecological Design and Landscape and Ecological Management Plan (LEMP) relating to that phase have been submitted to and approved in writing by the relevant local planning authority.

	The detailed Ecological Design shall be informed by, and be consistent with, a site-wide Ecological Masterplan which shall be submitted to and approved in writing by the relevant local planning authority prior to, or concurrently with, submission of the detailed Ecological Design for the first phase of development. The detailed Ecological Design shall include, within the relevant phase: a) Detailed drainage scheme (discharge into coprolite ponds, swales and discharge into River Granta and Hobson's Brook via new outfall, including the proposed reinstatement of land used for the drainage scheme), b) Detailed design of headwalls, c) Detailed design of large mammal tunnel(s) or underpass(es). d) A Hobson's Conduit Water Vole Mitigation Proposal which shall be agreed with Cambridge City Council Drainage and Biodiversity officers. e) A Bat Mitigation Proposal informed by up-to-date bat surveys. For each phase, the detailed Ecological Design shall include, but not be limited to, the following: f) Detailed planting schedule including species list and scheme for ecological mitigation / enhancement areas. For each phase, the Landscape and Ecological Management Plan shall include, but not be limited to, the following: g) Details of plant establishment for a period of 5 years; and h) Long term design objectives, management responsibilities and maintenance schedules for all landscape areas. i) Monitoring programme for assessing delivery of LEMP and setting out any remedial actions The approved detailed Ecological Design scheme and LEMP must be implemented in full for a minimum of 30 years from the first available planting season. An updated LEMP shall be submitted for approval to the relevant local planning authority in year 5 and every 5 years afterwards.

	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.
12.	**Tree Protection** No phase of the development shall commence until where relevant for that phase a tree protection methodology in the form of an Arboricultural Method Statement (AMS) 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 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. The development shall be carried out in accordance with the approved details thereafter. Tree protection measures shall be installed in accordance with the approved details prior to commencement of development within the relevant phase and shall be retained in situ for the duration of development within that phase. **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.
13.	**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 up to 24 hours 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.
14.	**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 where relevant 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 full in accordance with the approved details prior to the relevant phase first being brought into use. **Reason:** To ensure the sustainable use of soils, agricultural land and the protection of this natural resource.
15.	**Operational 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 where relevant for that phase, based on sustainable drainage principles, set out in the Design Principles in the Design and Access Statement and

	prepared in coordination with the principles of landscape design under condition 27 (Soft Landscape Management & Maintenance Plan), has been submitted to and approved in writing by the relevant local planning authority. The scheme shall be based upon the principles within the Atkins Surface Water Drainage Strategy (date xxx) 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 run off 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 including into Hobsons Brook; 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 relevant phase 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.
16.	**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 where relevant for that phase pursuant to the Design Principles in the Design and Access Statement 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 **[CD1-12]** and the Design Principles in the Design and Access Statement. 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: i) Reinforced earth structures; and ii) 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 15 (Operational Surface Water Drainage Scheme). The development shall thereafter be carried out in full accordance with the 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.

17.	**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 where relevant for that phase has been submitted to and approved in writing by the relevant planning authority. Together, the BNG Plans for the development shall achieve no less than 10% biodiversity net gain (but there shall be no requirement to achieve 10% biodiversity net gain in each phase). The BNG Plans will be developed in line with a biodiversity net gain assessment (based on the Statutory Biodiversity Metric (February 2024)) demonstrating overall for the development 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. Where appropriate the BNG Plans will also provide measures required in accordance with the Department for Environment, Food and Rural Affairs guidance on Irreplaceable Habitats February 2024. The BNG Plans 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.
18.	**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 where relevant 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 grey water and rainwater reuse, throughout the development's lifecycle.

	g) Submission and approval of a Water Efficiency Specification based on the BREEAM Wat01 Water Calculator Methodology. The Specification shall demonstrate the achievement of 3 credits for water efficiency (Wat01). The Sustainability and Carbon Management Plan will in addition set out how the design will accommodate future climate predictions, including the mitigation measures outlined in the Atkins Environmental Statement **[CD1-10.02]**. The Sustainability and Carbon Management Plan shall be implemented and maintained in accordance with the approved details. **Reason:** To ensure that the development contributes to the reduction in greenhouse gas emissions, encourages the re-use of the existing resources and takes account of, and is resilient to, the effects of climate change.
19.	**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 where relevant for that phase has been submitted to and approved in writing by the relevant 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: i. define the elements that are to be monitored, and when; ii. have clearly defined and ideally measurable objectives; iii. include a clear definition of success for each mitigation and compensation feature; iv. include proportionate and appropriate methods for data collection and analysis; v. outline triggers (thresholds) for remedial action, and what that remedial action should be; and vi. contribute to a wider understanding of the measures applied. Monitoring and, where necessary, remedial action shall be carried out in full accordance with the approved details. **Reason:** To conserve biodiversity.
20.	**Heritage Mitigation Plan** Prior to the commencement of development of each phase (where relevant), 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), a Heritage Mitigation Plan including any mitigation in the form of advance planting or screening to reduce visual intrusion on the setting of nearby buildings shall be submitted and approved in writing by the relevant Planning Authority. The development shall be carried out in accordance with the approved details thereafter.

	Reason: To help to assimilate the development into its surroundings taking account of heritage setting of Cambridge City and designated and non-designated heritage assets and scheduled ancient monuments.
21.	**Location, layout, scale and external appearance – Busway and its associated structures** No works 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, in accordance with the Design Principles set out in the Design and Access Statement **[CD1-17.0 & CD1-17.1]**, has been obtained from the relevant planning authority (in consultation with Natural England regarding items (d) and (e)): a. Any building, including utility enclosures and substations; b. Busway stops; c. Fencing, wall or other means of enclosure; d. Any bridges or crossings and their associated structures including embankments, abutments and parapets; e. Environmental noise barriers (whether comprised of earth mounds, landscaping or physical acoustic fence / barriers structures or a combination thereof if required); and f. 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. 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 16 (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 development shall be carried out in accordance with the approved details thereafter. **Reason:** To ensure that the design and external appearance of the development does not detract from the character and appearance of the area.
22.	**Location, design and layout - Access** No works 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 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. The development shall be carried out in accordance with the approved details thereafter. **Reason:** In the interests of highway safety.
23.	**Operational Lighting** No external lighting for use during operation shall be provided or installed for each phase until an artificial lighting impact assessment and mitigation scheme has been submitted to and approved in writing by the relevant planning authority. In order to safeguard the Green Belt, the amenity of nearby residential properties and to protect light sensitive species including bats, 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 iii) Details of the hours of operation. 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 08/23 (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.
24.	**Location, layout, scale and external appearance – A11 Travel Hub** No works shall commence in relation to each of the following items associated with the A11 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 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 passenger shelters; f) The photovoltaic panels and associated structures; and g) 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 and in accordance with the Design Principles in the Design and Access Statement. Works for 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.
25.	**Electric Vehicle Charge Points – A11 Travel Hub** No works shall commence within the phase of development that includes the A11 Travel Hub until an electric vehicle charge point scheme has been submitted to and approved in writing by the relevant 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. **Reason:** To encourage and support more sustainable means of transport.
26.	**CCTV Scheme** Prior to the installation of any CCTV for each phase, a CCTV scheme shall be submitted to, and approved in writing by, the relevant planning authority. The CCTV scheme shall include details for the appearance of the height, type, and position of CCTV. The details as approved shall be fully implemented in accordance with the CCTV scheme for each phase prior to first operational use of the development within that phase 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 and privacy of neighbouring uses.
27.	**Soft Landscape Maintenance and Management Plan** Prior to planting of the soft landscaping required for each phase, 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 planning authority. The Soft Landscape Maintenance and Management Plan for each phase 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.
28.	**Flood Compensation 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 such time as a detailed floodplain compensation scheme has been submitted to, and approved in writing by the relevant local planning authority. The scheme must provide suitable flood storage for any flood waters that would be displaced by the authorised development in the 1% annual exceedance probability (AEP) event, including a 19% allowance for climate change. The floodplain compensation areas must be within the red line boundary of the site, in proximity to the Stapleford and Babraham viaducts, as shown on Figure A8.1.13 of the approved Flood Risk Assessment **[CD1-10.23 Appendix 8.1]**. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements. **Reason:** To ensure there is no increase in flood risk elsewhere due to a loss of floodplain storage.
29.	**Temporary crossing over River Granta** No works shall commence on the proposed temporary crossings over the River Granta (County Wildlife Site) and Hobson's Brook as shown on the plan identifying proposed contractor access arrangement as part of the CEMP in condition 9 until detailed habitat restoration plans, including but not limited to, site levels, elevations and sections have been submitted to, and approved in writing by, the relevant planning authority. The development must be carried out in accordance with the approved details.

	Reason: 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.
Bringing in to Use Conditions	
30.	**Implementation and completion of Remediation Strategy work - 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 (CEMP) 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 ensure that risks from land contamination to the future users of the land and neighbouring land and the environment have been effectively mitigated.
31.	**Wayfinding Scheme** Prior to first public use of the development hereby permitted, a scheme-wide wayfinding strategy shall be submitted to and approved in writing by the relevant planning authority. The strategy shall include details of all signage and markings used throughout the development to provide legible

	wayfinding for different users. The development shall be carried out in accordance with the approved details prior to first public use and retained as such thereafter. **Reason**: To ensure that the development is integrated with the surrounding area.
32.	**Bringing into Use of the A11Travel Hub** Within 14 days of the A11 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.
33.	**Bringing into Use of the A11 Travel Hub - Monitoring of cycle parking provision** Prior to the A11 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 A11 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 A11 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.

Other Conditions	
34.	**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 **[CD10-02]**. **Reason:** To limit carbon and emissions to air.
35.	**Permitted Construction Hours** All construction works (save for start-up and close down activities as defined within the approved CEMP) shall be limited to the core hours of 0800 hours to 1800 hours from Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, or shall be limited to a specified period outside the core hours which has been agreed with the relevant local planning authority in accordance with a process defined within the approved CEMP. **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.
36.	**Implementation** Where an approval is required under these conditions or a condition specifies 'unless otherwise agreed' by the relevant local planning authority, such approval or agreement may only be given where it has been demonstrated to the satisfaction of the relevant local 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 **[CD10-02]**. 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.

	Reason: To ensure the development does not give rise to any materially new or materially different environmental effects from those assessed in accordance with the Environmental Statement **[CD10-02]**, and to ensure the development is in accordance with the development plan policies and sections of the NPPF 2026 relevant to the stated condition(s).