
The Cambourne to Cambridge Order

Transport And Works Act 1992

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

Planning Statement

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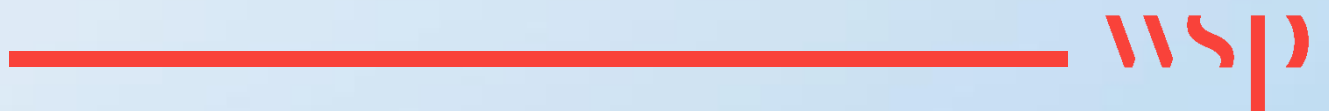
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1

INTRODUCTION



INTRODUCTION

1.1 INTRODUCTION

- 1.1.1. The Cambourne to Cambridge Scheme proposes a new transport route from the growing settlement of Cambourne to the edge of Cambridge City, henceforth referred to as the Scheme. Cambridgeshire County Council (CCC) (the Applicant) is making an application on behalf of the Greater Cambridgeshire Partnership (GCP) to the Secretary of State for Transport for an Order under the Transport and Works Act 1992 (TWAO) accompanied by a request for deemed planning permission to approve this Scheme (the Application). The proposed Order will be termed the Cambourne to Cambridge Order 202[x] (the Order).
- 1.1.2. The objectives of the Scheme are to:
- achieve improved accessibility to support the economic growth of the Greater Cambridge region;
 - deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303 transport corridor; and
 - contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428 /A1303 corridor and within Cambridge City.
- 1.1.3. The Scheme will enable people to travel by public transport for employment, education and leisure purposes, encouraging a modal shift to public transport via a congestion free alternative to private vehicular trips, facilitating sustainable development at key strategic economic and housing sites within the Greater Cambridge region.

1.2 BACKGROUND TO THE SCHEME

- 1.2.1. The Greater Cambridge region is one of the most successful and fastest growing economies in the UK. The Case for Cambridge (March 2024)¹, produced by the Department for Levelling Up, Housing and Communities (DLUHC), outlines the economic rationale for the growth of Cambridge and its potential to enhance its position as Europe's science capital. Some of the challenges facing Greater Cambridge were found to include housing affordability, severe road congestion and a significant shortage of laboratory space in Cambridge.
- 1.2.2. The document also discusses improvements to transport in Greater Cambridge to provide better connectivity and a wider range of safe, speedy and pleasant transport options. As part of the levelling up of Cambridge, the government envisages a transport system made up of several elements which may range from improved walking and cycling routes to mass transit system options, to deliver a step-change in capacity and connectivity. To support this ambition, the government will deliver East West Rail to connect other innovation and economic centres to Cambridge, and ensure that the Cambridge Biomedical Campus, the world-leading life sciences cluster, has the right public transport links.

¹ [The Case for Cambridge \(www.gov.uk\)](https://www.gov.uk/government/publications/the-case-for-cambridge)

- 1.2.3. The Scheme proposes the development of a dedicated guided busway running for approx. 13.6km between the town of Cambourne and the edge of Cambridge City along the A428/A1303 transport corridor with a Travel Hub at Scotland Farm. It would serve existing and proposed communities in Cambourne and the proposed Bourn Airfield development, as well as in Hardwick, Coton and the West Cambridge campus. An emergency and maintenance access track will also be provided that will run alongside the guided busway, which would be accessible to pedestrians and cyclists. Most of the service track will also function as a bridleway.
- 1.2.4. The shorter and more reliable journeys between Cambourne and Cambridge would create a viable option to live in more affordable housing in Cambourne and commute to Cambridge for work, supporting a better standard of living. It would also allow businesses to reach a wider range of workers and possibly more workspaces.
- 1.2.5. The Scheme is a priority for GCP, CCC and the Greater Cambridge region, creating a vital link to ease congestion along the A428/A1303 transport corridor and within Cambridge City. It would offer increased sustainable travel choices, connect existing and proposed communities along the route and support the wider growth of the Greater Cambridge region.

1.3 TRANSPORT AND WORKS ORDER

- 1.3.1. The application process for the Order is governed by the Transport and Works Act 1992 ('the 1992 Act') and the Transport and Works (Applications and Objections) (England and Wales) Rules 2006 (the 2006 Rules), as amended.
- 1.3.2. The Order would authorise CCC to carry out works to construct the guided busway, including surfaced busway bus stops, a Park and Ride (referred to as the Travel Hub) providing spaces for cars, bicycles and coaches and associated hard and soft landscaping.
- 1.3.3. The Order would also authorise CCC to operate and maintain the guided busway and allow CCC to compulsorily acquire land and rights permanently or on a temporary basis, to divert utilities, to make provision for temporary alternative routes or permanent diversions and to stop up or alter public rights of way.
- 1.3.4. One of the 2006 Rules requirements is that projects of a type listed in Annex I of the European Union's Environmental Impact Assessment (EIA) Directive or listed in Annex II of the Directive and not having received a negative screening opinion from the SoS, be accompanied by an Environment Statement (ES) that provides information on the identification and assessment of likely significant environmental effects that the Applicant is required to provide as part of the wider process of EIA.
- 1.3.5. The Scheme does not fall within the types of development listed in Annex I of the Directive. However, the types of development listed in Annex II of the Directive are relevant as they cover transport infrastructure projects that are likely to result in significant environmental effects; as such, the Scheme is considered to be EIA development. The Order application is accompanied by an ES which has been undertaken in line with an ES Scoping Opinion provided by the SoS.
- 1.3.6. The documents referred to in the application letter (Document ref: CtoC-01-00) accompany this application.
- 1.3.7. An application is also made for an exchange land certificate under Section 19(1)(a) and Schedule 3 paragraph 6(1)(a) of the Acquisition of Land Act 1981 ('the 1981 Act') in respect of the provision of

exchange land if the compulsory acquisition of Open Space land related to the proposed M11 overbridge that carries the Scheme over the M11 located on the western outskirts of Cambridge City is required (see reference to the Open Space Assessment in paragraph 1.4.1 below).

- 1.3.8. As elements of the works are beyond the scope of CCC's permitted development rights, pursuant to rule 10(6) of the 2006 Rules the draft Order is accompanied by a Request for Deemed Planning Permission (Document ref: CtoC-14-00) under Section 90(2A) of the Town and Country Planning Act 1990 which if given, would deem the grant of planning permission for development described in Section 4 of this Planning Statement.
- 1.3.9. The Request for Deemed Planning Permission (Document ref: CtoC-14-00) to the SoS seeks planning permission for the required change of use of land, along with the physical development and other works which make up the Scheme. Certain details, such as the full details of scale and external appearance of certain structures and hard/soft landscaping works are 'reserved' for subsequent approval by the relevant local authorities, through draft planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

1.4 PURPOSE OF THE PLANNING STATEMENT

- 1.4.1. The following documents, also referred to in the application letter (Document ref: CtoC-01-00), have been included in support of the Order application and the Request for Deemed Planning Permission (Document ref: CtoC-14-00).
- This Planning Statement (Document ref: CtoC-15-00);
 - Deemed Planning Drawings (Document ref: CtoC-16-00);
 - Design and Access Statement (Document ref: CtoC-17-00);
 - Green Belt Assessment (Document ref: CtoC-18-00);
 - Open Space Assessment (Document ref: CtoC-19-00);
 - Transport Assessment (Document ref: CtoC-25-00); and
 - Code of Construction Practice (Document ref: CtoC-26-00)
- 1.4.2. The purpose of the Planning Statement is to support the Request for Deemed Planning Permission (Document ref: CtoC-14-00), clearly setting out the planning policy context and case for the Scheme drawing on the overall assessments that accompany the draft Order.

1.5 STRUCTURE OF THE PLANNING STATEMENT

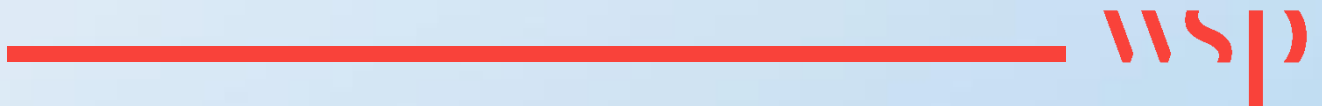
This Planning Statement is structured as follows:

- **Section 2** provides detailed background information in relation to the Scheme including how the Scheme has been developed and the consultation process that has been gone through to date;
- **Section 3** sets out the need for the Scheme, its objectives and its benefits at a high level;
- **Section 4** provides the context for the Application Site and its surrounding area as well as the main environmental constraints and relevant planning history;
- **Section 5** sets out a detailed description of the Scheme for which the Planning Direction is sought;
- **Section 6** sets out the planning policy context for the Scheme;
- **Section 7** provides a planning appraisal of the Scheme;
- **Section 8** sets out the proposed mitigations and how these may be secured through draft planning conditions included as part of the Request for Deemed Planning Permission; and

- **Section 9** concludes that the Scheme, which will provide considerable benefits and comply with the relevant planning and transport policies, should be approved.

2

BACKGROUND TO THE PROJECT



2 BACKGROUND TO THE PROJECT

2.1 THE GREATER CAMBRIDGE PARTNERSHIP

- 2.1.1. The Scheme forms part of a range of schemes being developed by the GCP with an aim of contributing to the development of a more efficient, greener transport network for the Greater Cambridge region.
- 2.1.2. The Scheme is being promoted by the GCP that consists of five partners (CCC, Cambridge City Council, South Cambridgeshire District Council, a representative (usually the Mayor) of the Cambridgeshire and Peterborough Combined Authority, and the University of Cambridge).
- 2.1.3. The GCP is the local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £500 million over 15 years, to vital improvements in infrastructure, supporting and accelerating the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships.
- 2.1.4. CCC (pursuant to its powers under section 239 of the Local Government Act 1972, which applies in this case by virtue of section 20 of the Transport and Works Act 1992) is the Applicant for the Order.

2.2 SCHEME DEVELOPMENT

- 2.2.1. On 19 June 2014, GCP signed the Cambridgeshire City Deal. The key strategic objectives against which projects are to be prioritised are:
 - To nurture the conditions necessary to enable the potential of Greater Cambridge to create and retain the international high-tech businesses of the future which bring investment into the UK;
 - To better target investment to the needs of the Greater Cambridge economy by ensuring those decisions are informed by the needs of businesses and other key stakeholders such as the universities;
 - To markedly improve connectivity and networks between clusters and labour markets so that the right conditions are in place to drive further growth; and
 - To attract and retain more skilled people by investing in transport and housing whilst maintaining a good quality of life, in turn allowing a long-term increase in jobs emerging from the internationally competitive clusters and more University of Cambridge spinouts.
- 2.2.2. The Scheme was prioritised for investment to meet the objectives set out above and an optioneering exercise began in 2014 to identify a preferred option for the route.
- 2.2.3. Since then, the Scheme has undergone significant development to generate options that would address the issues of congestion and reliability along the A428/A1303 transport corridor, to develop opportunities to connect local communities to employment opportunities in Greater Cambridge and meet the growth aspirations as provided for in the above objectives. Chapter 4 of the ES (Evolution of the Scheme) (Document ref: CtoC-10-ES0-00) sets out the alternatives considered as part of this process.
- 2.2.4. The development of the Scheme has been guided by Business Case process through its relevant stages as summarised below.

STRATEGIC OUTLINE BUSINESS CASE 2016

- 2.2.5. Options were progressed through a series of assessments and refinement, including public consultation and were shortlisted in a Strategic Outline Business Case² (SOBC) in October 2016 and the End of Stage report in 2017³ prepared in line with DfT Transport Business Case guidance⁴
- 2.2.6. The shortlisted SOBC options were developed in terms of two phases to reflect the targeting of funding from the City Deal. Phase 1 referred to the section of route between Madingley Mulch roundabout and Cambridge City. Phase 2 referred to the section between Cambourne and Madingley Mulch roundabout. Five options were examined at the SOBC stage including alternative Park and Ride sites at either the Waterworks or Scotland Farm sites.

OUTLINE BUSINESS CASE 2020

- 2.2.7. Following approval of the SOBC, further work was undertaken to develop a preferred route alignment for Phase 1 (assessing on-road and off-road options) and Phase 2 of the scheme as part of the Outline Business Case⁵ (OBC) in January 2020. The Park and Ride site location at Scotland Farm was also confirmed as part of the preferred route alignment.
- 2.2.8. The outcome of the optioneering process has resulted in the design referred to as the Scheme that is the subject of the draft Order - described in more detail in Section 4 of this statement. The OBC has been submitted as part of the Order application (Document ref: CtoC-20-00).

OUTLINE BUSINESS CASE ADDENDUM 2024

- 2.2.9. An addendum to the OBC was prepared in June 2024 (Document ref: CtoC-21-00) to take account of interim updates to the DfT *Transport Business Case* guidance in 2021, a further Transport Analysis Guidance (TAG) updated in 2024, further consultation and scheme development along with wider updates to local, regional and national policy notably in relation to carbon net zero and levelling up. The Addendum includes updates addendums to the Strategic, Management, Financial and Economic Cases providing a companion document to the existing OBC 2020.

2.3 CONSULTATION AND ENGAGEMENT

- 2.3.1. Since the Scheme's inception, GCP has carried out comprehensive consultation on the Scheme. This included four formal consultation rounds from 2015 to 2022 with the statutory consultees, key stakeholders and local community. The feedback received has informed and shaped the optioneering process as part of an iterative process, culminating in the Scheme.

² <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-Delivery-Case-21.09.2016.pdf>

³ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-End-Of-Stage-Report-Sept-2017.pdf>

⁴ <https://www.gov.uk/government/publications/transport-business-case/transport-business-case-guidance>

⁵ <https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambourne-to-cambridge/cambourne-to-cambridge-outline-business-case>

- 2.3.2. A detailed summary of the consultation and engagement undertaken as part of the TWAO process is provided in the Consultation Report (Document ref: CtoC-06-00) that accompanies the draft Order application.
- 2.3.3. A summary of this is provided below in terms of how this has shaped the evolution of the Scheme through the optioneering process through to that as submitted in the draft Order.

STATUTORY CONSULTEES AS PART OF THE TWAO PROCESS

- 2.3.4. Schedules 5 and 6 of the 2006 Rules identifies those to be served with or notified of the submission of a TWAO respectively. Article 10(2)d of the 2006 Rules requires that those stakeholders identified in Schedules 5 and 6 are consulted, with a report summarising the consultation undertaken is provided as part of the Order application. The Consultation Report (Document ref: CtoC-06-00) that accompanies the Order application fulfils this requirement and should be read for a detailed analysis of the consultation undertaken to date.
- 2.3.5. Table 3-2 – Statutory Stakeholders (including Schedule 5 and 6) of the Consultation Report (Document ref: CtoC-06-00) sets out those identified in Schedules 5 and 6 of the 2006 Rules to be consulted as part of the project with a high level summary of engagement and consultation as it relates to the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

LOCAL AUTHORITIES

Local Planning Authorities

- 2.3.6. Rule 13 (1) a of the 2006 Rules requires that every local authority to the which the application relates is served with a copy of the application. The relevant local authorities are therefore consultees to the Order.
- 2.3.7. The Scheme will be located within the administrative areas of Cambridge City Council and South Cambridgeshire District Council, both of which are GCP partners. The Greater Cambridge Shared Planning Service (GCSPS) provides a joint planning service for these local authorities.
- 2.3.8. The Strategic Planning team at GCSPS was invited to an initial presentation on the Scheme in September 2022. The presentation provided an introduction to the Scheme, the related TWAO process and GCSPS role within this. Feedback was provided in terms of the relevant GCSPS departments that should be consulted as part of the TWAO process.
- 2.3.9. Following this a further presentation to the wider departments within GCSPS was undertaken in November 2022 with more detailed information provided as follows:
- Brief outline of the draft Order and the Request for Deemed Planning Permission (Document ref: CtoC-14-00);
 - GCSPS Role as a statutory consultee and ability to make representations and be responsible for the discharge of planning conditions post the Order being made. A process for the GCSPS to be consulted on draft planning conditions prior to submission of the draft Order was also discussed;
 - Overview of the Scheme including the proposed route, its context, scheme description and general design features; and
 - A high level programme for the submission of the draft Order.
- 2.3.10. Further engagement with specific departments within GCSPS was undertaken in February 2023 in relation to the following specific topics:

- Environmental Topic Specific Works shops/further engagement;
- Engagement with the Strategic Planning team and relevant environmental departments on the draft
- Engagement of draft planning conditions with the Strategic Planning team
- Engagement with the Planning Policy team at GCSPS in relation to potential impacts on the designated Green Belt and Open Space (designated and undesignated) and any requirement for replacement Open Space.

2.3.11. Further engagement with specific departments within GCSPS was undertaken in March 2023 and June 2024 and drafts of the planning documentation and Environmental Statement were circulated for review. Following that specific comments were received back from the Environmental Health, Noise, Air Quality, Heritage and Planning Officers in relation to the draft planning conditions set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00) and following that engagement the document was updated accordingly.

Local Authorities – Cambridgeshire County Council

- 2.3.12. The Scheme will be located within the administrative area of CCC. CCC is the applicant for the draft Order.
- 2.3.13. The Explanatory Memorandum (Document ref: CtoC-03-00) that accompanies the draft Order at Appendix 1 sets out the separation of functions within the CCC as applicant, under local authority powers, and as consultee and other functions of CCC and other local authorities.

THOSE WITH A POTENTIAL INTEREST IN LAND

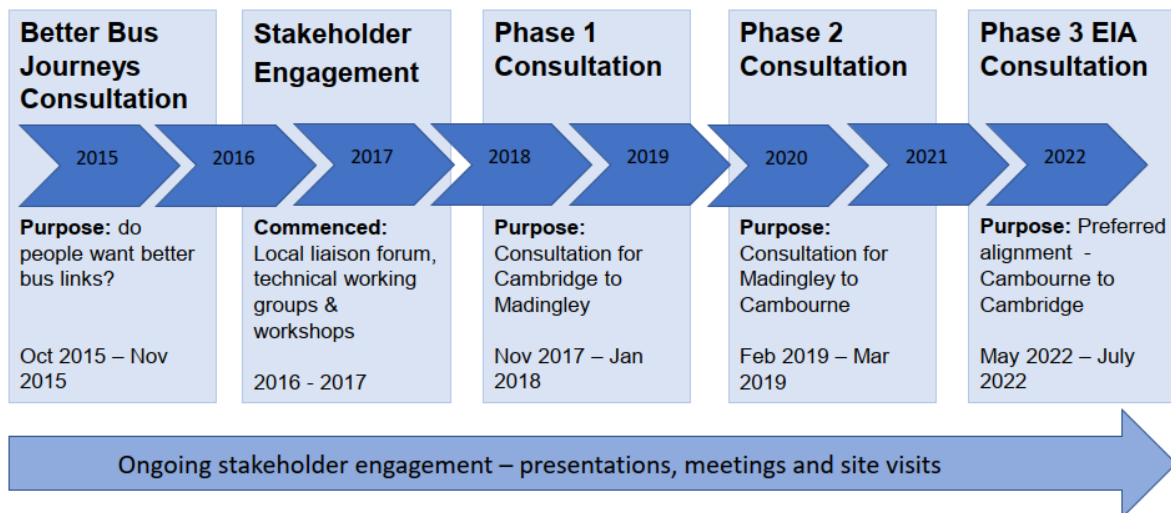
- 2.3.14. GCP undertook a land identification exercise that identified those with an interest in the land within the proposed Order limits in respect of which compulsory acquisition powers could be sought through this application, if private treaty arrangements cannot be made with the affected landowners in advance of the TWAO application being submitted.
- 2.3.15. Contact was made with those identified as having a potential land interest and offers of engagement were made to discuss the Scheme with GCP and its land agent, CBRE. Letters were issued to those with potential interest at land at every stage of consultation with links to consultation leaflets and questionnaires.
- 2.3.16. Engagement with the key employment and housing development sites that the Scheme will link into has been undertaken in terms of the proposed design, layout and access as part of the following major developments (see section 4.4 of this statement for further details):
- Cambourne West and the proposed Broadway Bus link;
 - Bourn Airfield;
 - Eddington;
 - West Cambridge; and
 - Other landowners such as Paragon Land & Estates Ltd

WIDER STAKEHOLDER ENGAGEMENT AND CONSULTATION

- 2.3.17. Wider stakeholder engagement and consultation has taken place at every key stage in the optioneering process and as part of the TWAO process including with those identified in Schedules 5 and 6 of the 2006 Rules 2006.

- 2.3.18. It has allowed transparency as part of the optioneering and Business Case development giving local communities and key stakeholders the opportunity to raise any concerns and provide direct feedback on the options.
- 2.3.19. Figure 2-1 below summarises when engagement and consultation has taken place, along with the outcomes and their impact on the optioneering process.

Figure 2-1 - Stakeholder Consultation and Engagement Stages



3

NEED AND BENEFITS OF THE PROPOSED SCHEME



3 NEED AND BENEFITS OF THE PROPOSED SCHEME

3.1 INTRODUCTION

GCP OVERALL VISION

3.1.1. GCP's overall vision is to support and sustain the Greater Cambridge region as a place to live and work, where new public transport routes:

- Offer a viable alternative to driving into Cambridge;
- support off-road active travel for pedestrians and cyclists commuting to Cambridge; and
- link to the wider villages and towns outside of Cambridge to offer safe commuting and leisure routes for pedestrians, cyclists and equestrian users.

3.1.2. GCP's vision seeks to integrate schemes such as the Scheme with upcoming rail improvements, improvements to on-road cycle provisions, city based traffic management, and improved bus services to ensure the Greater Cambridge region is a successful and thriving part of the regional economy. Other schemes that the Scheme are considered to support/complement include:

- **Black Cat Caxton Gibbet** - This scheme would complement the Scheme as it would create quicker, more reliable access to St Neots from Cambourne with the potential to extend the bus scheme via the existing A428 or to gain additional patronage from the St Neots area;
- **East West Rail (EWR)** – The EWR scheme may complement the Scheme as one option is for a new proposed station at Cambourne, which could be used to create a multimodal Interchange location. This could lead to an increase in public transport use in general which is part of the aspirations of the Scheme;
- **Cambridgeshire South East Transport system (CSET)** – The Scheme, being an accompanying off-road bus link in the Greater Cambridgeshire area would lead to an increase in the general use of public transport in Greater Cambridgeshire;
- **Cambridge South-West Travel Hub**
- **Cambridgeshire Greenways notably Comberton Greenway** - This scheme complements the Scheme as it also develops improved pedestrian and cyclist routes with a segregated path past the Proposed Scheme. It could also be used to create circular routes with the Scheme to be used for pleasure and alternative pedestrian and cycling routes away from the Project.

GCP SCHEME VISION AND OBJECTIVES

3.1.3. The A428/A1303 transport corridor contributes to a wide network of movement and connectivity, which, if enhanced sufficiently to link growth sites and support transport infrastructure and quality of life, could support wider business investment and confidence, and ensure investment is targeted where businesses need it.

3.1.4. The Scheme Vision as defined in the OBC 2020 (Document ref: CtoC-20-00) is as follows:

'To connect existing and new communities along the A428/A1303 to places of employment, study, and key services to enable the sustainable growth for Greater Cambridge. We will deliver this through improved, faster and more reliable High Quality Public Transport (HQPT) services, together with high quality cycling and walking facilities serving a new Travel Hub site to the west of Cambridge.'

3.1.5. To achieve the above vision, the objectives of the Scheme as set out as part of the OBC 2020 (Document ref: CtoC-20-00) are to:

- achieve improved accessibility to support the economic growth of Greater Cambridge region;
- deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303 transport corridor; and
- contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428 /A1303 and within Cambridge City.

3.2 THE NEED FOR THE SCHEME

3.2.1. The Cambridgeshire and Peterborough Independent Economic Review (CPIER) Final Report September 2018⁶ produced by the Cambridge and Peterborough Independent Economic Commission (CPIEC) found evidence that across the Greater Cambridge region, economic growth is higher than official figures suggest. The report concludes that the examination of employment growth in individual companies suggests firms are increasing employment at a rate greater than that captured by the Office of National Statistics (ONS) data; similarly, turnover growth is strong. It is stated in the report that there are:

‘major doubts as to how well the area is set up to cope with future growth, particularly where the strain is already evident.’

3.2.2. The Greater Cambridge region is one of the most successful and fastest growing economies in the UK. The Case for Cambridge (DLUHC) (March 2024) outlines the economic rationale for the growth of Cambridge and its potential to enhance its position as Europe’s science capital. Some of the challenges facing Greater Cambridge were found to include:

- Housing affordability: Cambridge is one of the most expensive cities in the UK for buying a home relative to local pay. Since 2014, house prices have increased by 78% and pay by only 23%. Rents are also high, often making it difficult to live close to work.
- Transport and mobility: Severe Road congestion in Cambridge is a feature of daily life, leading to delays, frustration for local people, poor air quality and related health consequences. Critically, pressured public transport and poor connectivity is constraining the local economy, creating delays and is inefficient for everyone.
- Laboratory Space: There is a significant shortage of laboratory space in Cambridge. Larger occupiers expanding in Greater Cambridge could take years to acquire the right facilities, with the risk that they choose to locate outside of the UK entirely.

3.2.3. The document also discusses improvements to transport in Greater Cambridge to provide better connectivity and a wider range of safe, speedy and pleasant transport options. As part of the levelling up of Cambridge, the government envisages a transport system made up of several elements which may range from improved walking and cycling routes to mass transit system options, to deliver a step-change in capacity and connectivity.

⁶ <https://www.cpier.org.uk/final-report/>

- 3.2.4. In summary the need for the Scheme is driven by the constraints on the existing transport network in the Greater Cambridge region and the knock-on impact on the key employment and housing growth sites in terms of future growth. This is discussed further under the below headings.

THE EXISTING TRANSPORT NETWORK

- 3.2.5. Analysis of the A428/A1303 transport corridor undertaken as part of the development of the Business Case for the Proposed Scheme, has identified congestion pinch points along the route particularly east of Madingley Mulch roundabout along the A1303. The OBC 2020 (Document ref: CtoC-20-00) summaries the main issues with the transport network in this area as follows:
- Severe congestion along the A428 transport route;
 - Lack of connections to transport interchanges, limiting options to travel sustainably;
 - Poor public transport provision along the route - buses offer no competitive advantage over private cars in terms of journey times;
 - The current A428 Park and Ride is reaching capacity and congestion on the highway network results in passengers experiencing difficulties accessing the site;
 - There have been high number of serious and slight accidents along the A428/A1303 between 2012-2017;
 - Car dependency along the route and demand for car travel is causing congestion and delay, this could restrict growth aspirations;
 - Environmental issues associated with the above increased traffic volumes (noise, heritage setting, air quality and ecological).

IMPACT ON KEY EMPLOYMENT AND HOUSING GROWTH SITES

- 3.2.6. The development of high quality transport infrastructure will be critical to ensuring that issues with the current transport network as outlined above are addressed, enabling the economic growth of the Greater Cambridge region in a sustainable manner.
- 3.2.7. The Strategic Case within the OBC 2020 (Document ref: CtoC-20-00) summarised the issues that the Scheme is seeking to address as follows:
- The A428 is a nationally important route and forms part of the nationally strategically important Oxford-Cambridge Arc which was highlighted in the 2017 Government Autumn Budget as a priority for growth;
 - Large population growth will require the delivery of significant additional housing, much of which is planned to be located to the West of Cambridge along the A428/A1303 transport corridor;
 - Employment is growing rapidly within Cambridge with an increase of 44,000 new jobs being created by 2031. Notably, destinations on the edge of the city such as West Cambridge and the Biomedical Campus to the South with a need to provide effective transport connections from existing and future settlements to support the 33,500 new homes being built within Cambridge;
 - Current delay on the A1303, eastbound, in the AM Peak is up to and over 75% slower than average nighttime speeds. This is mirrored in the westbound PM Peak with between 50%-75% slower speeds than nighttime average speeds;
 - Car ownership in Cambridge is high, with 85% of households having access to a car compared to the national average of 74%;
 - The demand generated by the growth in housing and employment will generate ever greater levels of demand for travel in and around Cambridge, with approximately 29% increase in trips

during the AM peak, 31% increase during the PM peak and 38% increase during the interpeak period by 2036, and will thereby exacerbate current congestion issues;

- The greater levels in travel demand show that trips made by car for commuting purposes in Cambridgeshire are predicted to grow by up to 14% and 36% respectively during the AM and PM peak periods by 2036 exacerbating current congestion issues;
- The rail network does not serve the movements along the A428/A1303 transport corridor;
- The existing A428/A1303 is inadequate for walking and cycling as modes of transport into Cambridge City;
- Congestion on the route means that current public transport services are unable to offer an attractive alternative to private car.

3.2.8. The Scheme seeks to contribute towards addressing the issues with the current transport network by linking key employment and housing sites together and with Cambridge City to unlock the development potential of the below major development sites.

Cambourne West

3.2.9. Within South Cambridgeshire, South Cambridgeshire District Council (SCDC) Local Plan allocated the site as a new sustainable village that would accommodate 1,200 dwellings by 2031.

3.2.10. The Emerging Greater Cambridgeshire Local Plan (see section 6.4 of this Statement) carries forward the existing allocation and proposes to further expand the site to plan for delivery of 2,590 homes over the 2020-41 time period.

3.2.11. Additionally, under the new allocation the future development at Cambourne will need to consider:

- Integrating with and maximising the opportunity provided by East West Rail.
- The relationship with Cambourne and Bourn Airfield, and how to make the area more sustainable, through the mix of services, employment and transport opportunities offered by the area as a whole.
- Making effective connections within the new development and with Cambourne for public transport and active travel, as well as connections to surrounding villages so they can also benefit.

3.2.12. The Scheme will support the projected growth associated with Cambourne West, where outline planning permission has been granted (subject to conditions) for the erection of up to 2,350 dwellings, together with formal and informal open space, new community and retail facilities and new infrastructure under planning ref: S/2903/14/OL.

3.2.13. The delivery of a bus link, on land owned by the applicant for Cambourne West is included in the Section 106 (planning ref: S/2903/14/OL) as an obligation prior to development commencing.

3.2.14. In order to progress this matter, the applicant for Cambourne West has submitted a separate outline application to establish the principle of the use of the land for a bus link (ref. S/3329/16/OL). Outline planning permission was granted for the bus link in January 2023 with a Reserved Matters application (planning ref: S/4594/18/RM) approved for the bus link in March 2023.

3.2.15. It is proposed that the Scheme will link with the bus link to be created via planning ref: S/3329/16/OL.

Bourn Airfield and Bourn Quarter

3.2.16. Between Broadway and St Neots Road, the Scheme will pass through the former Bourn Airfield site, which has the potential to delivery approximately 3,500 new dwellings in line with planning policy as

set out in the Bourn Airfield New Village Supplementary Planning Document (SPD) 2019 and the outline planning permission applied for in 2018 (planning ref: S/3440/18/OL).

- 3.2.17. The Bourn Airfield New Village SPD states that the new village at Bourn Airfield should incorporate a ‘*High Quality Public Transport (HQPT) route*’ as a segregated system at this location and ‘*will provide two stops to the new village*’. In relation to the development of the village the SPD states that ‘*Phasing should ensure that public transport provision is incorporated from first occupation*’.
- 3.2.18. Figure 54 (Infrastructure Delivery Plan) of the SPD describes the infrastructure required in order to support the delivery of and mitigate the impacts of the new village, achieve the vision and development objectives along with meeting relevant existing and future needs. Item 5 in Figure 54 notes that occupation at the village is tied to delivery of the ‘Cambourne to Cambridge– Better Public Transport Project’ (the Proposed Scheme), with a contribution towards the Scheme to be made by the developer through the final Section 106 related to development.
- 3.2.19. The Emerging Greater Cambridgeshire Local Plan (see section 6.4 of this Statement) proposes to carry forward the existing SPD for the site.
- 3.2.20. The committee report for planning ref: S/3440/18/OL⁷, prepared by the Joint Director of Planning and Economic Development Planning Committee was presented at the South Cambridgeshire District Council Planning Committee (19 February 2021). The committee reports states that:

‘The development will require a strategic transport intervention, the C2C or equivalent strategic scheme... The development may only proceed beyond the hold at 500 dwellings if one of two scenarios are met – either with development proceeding once the strategic transport intervention has been delivered, or a new transport assessment is prepared by the developer for the development of a subsequent interim phase. This will be supported by a financial contribution to the strategic transport solution of £20 million’

- 3.2.21. The committee report recommends approval of the application subject to a number of conditions with the above stated need for the Scheme reflected in proposed planning condition 13 (*Transport – 500 dwelling limit*), the wording of which is as follows:

‘No more than 500 dwellings shall be occupied unless:

- (i) *The Strategic Transport Intervention has been delivered - with a Transport Assessment for the remaining phases demonstrating that the remaining development phases can be sustainably accommodated on the network. The Transport Assessment shall meet Cambridgeshire County Council’s Transport Assessment requirements and will include the results of the ongoing site monitoring (as per a separate condition on Monitoring). or*
- (ii) *(ii) The Developer has secured Cambridgeshire County Council’s (CCC) approval of a Transport Assessment (TA) for a subsequent ‘Interim Phase’. The TA must*

⁷ <https://scambsm.moderngov.co.uk/ieDecisionDetails.aspx?ID=11531>

demonstrate that the interim development phase can be sustainably accommodated on the network. The TA shall meet CCC's TA Requirements and shall include the results of the ongoing site monitoring (as per a separate condition on Monitoring – condition 14).

Reason: To ensure that the development is founded on the provision of significant improvements to public transport provision as listed in condition 6, in accordance with Policy SS/7 (8) (a) of the South Cambridgeshire Local Plan 2018'.

- 3.2.22. It is clear from the SPD and the above noted committee report that the development of the Scheme is vital to unlocking the development potential of the new village at Bourn Airfield, providing a high quality public transport connection linking this and other key employment and housing sites together and with Cambridge City, providing access to jobs, services and other opportunities for the new community.
- 3.2.23. Outline planning permission for planning ref: S/3440/18/OL was granted 30 July 2024 incorporating planning condition 13 above and is accompanied by a s 106 which provides funding for delivery of the Scheme through the site.

West Cambridge

- 3.2.24. The West Cambridge Area of Major Change is subject to change as a result of the University of Cambridge being granted outline planning permission on 21 June 2024 for predominantly academic and commercial floor space (planning ref: 16/1134/OUT). This permission will provide a major expanded employment facility that the Scheme will serve.
- 3.2.25. The proposed West Cambridge Area of Major Change allocation in the Emerging Greater Cambridgeshire Local Plan will carry forward the allocation of the West Cambridge site from the 2018 Cambridge Local Plan.
- 3.2.26. The Emerging Greater Cambridgeshire Local Plan (see section 6.4 of this Statement) proposes refining the policy to emphasise that future development of the site should seek a comprehensive approach to the area. The proposed Local Plan notes that the developments should include provision of high-quality walking and cycling connections, and development should maximise the opportunity provided by public transport improvements such as those proposed as part of the Scheme.
- 3.2.27. The Officer's report (29 July 2021) recommended the outline planning permission should be approved. At the Cambridge City Council Planning Committee 29 July 2021, the Committee unanimously resolved to grant the application for outline planning permission in accordance with the Officer recommendation, subject to the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 and the planning conditions set out in the Officer's report suggested amendments to same. The updated Officer's Report of 20 June 2024 subsequently recommended approval complying with emerging and local plan policies and a s106 agreement has been executed which provides for a safeguarded route for the Scheme through the West Cambridge site.
- 3.2.28. The Scheme will link the above major developments and other smaller developments along the route supporting economic development in the wider region by unlocking the full development potential of the sites through the provision of new sustainable transport infrastructure.

- 3.2.29. A more detailed description and the status of the planning permissions for these development sites is provided in Section 4.4 of this Statement and the planning history attached as Appendix A of this statement.

North-West Cambridge

- 3.2.30. The 150-hectare North-West Cambridge development was granted outline planning consent in 2013 for 1,500 homes for Cambridge University and College key workers, 1,500 homes for sale, accommodation for 2,000 post-graduate students, 100,000m² of research facilities (including 40,000m² for research institutes and private research facilities linked to the University), and a wide range of community facilities. At the development, now known as Eddington, by March 2020 858 dwellings were complete (including 686 affordable dwellings), along with 325 student rooms.
- 3.2.31. The proposed Emerging Greater Cambridgeshire Local Plan (see Section 6.4 of this Statement) will enable the development of additional dwellings on the site beyond the current plans. This will be achieved by changes to the dwelling mix and appropriate intensification of development areas still to be built. Following a detailed review of the site wide masterplan, an addition of 1,000 to 1,500 homes is anticipated.
- 3.2.32. The further increase in homes will create additional travel demand along the Scheme corridor. Given the dwelling units are affordable and include significant accommodation aimed at students, it is anticipated that many of the future residents are likely to use public transport and will be active travel users.

3.3 THE BENEFITS OF THE SCHEME

- 3.3.1. Paragraph 7 of the National Planning Policy Framework (NPPF) 2023 states that that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'.
- 3.3.2. Paragraph 8 of the NPPF 2023 goes onto state that '*Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)*': The three overarching objectives are as follows:
- '*an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure*
 - '*a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
 - '*an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy*'.
- 3.3.3. The three overarching objectives of the planning system as it pertains to achieving sustainable development are not criteria to be used to judge the merits of a proposal. They are however considered to provide a helpful framework to capture the three dimensions of sustainable

development and so are adopted below as a useful structure when looking across the wide range of benefits that the Scheme creates.

- 3.3.4. The benefits of the Scheme in line with the three overarching objectives of sustainable development are set out at a high level below.

ECONOMIC BENEFITS

- 3.3.5. Paragraph 85 of the NPPF 2023 states that *‘Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development’*.
- 3.3.6. The economic benefits of the Scheme are set out in greater detail along with the Present Value (PV) of each in the Economic Case of the OBC Addendum 2024 (Document ref: CtoC-21-00) and are summarised below.
- 3.3.7. The Scheme seeks to improve bus connectivity and reduce congestion issues along the A428 and A1303 by providing faster, more reliable journeys for users travelling via a Guided Busway. Other highway users will also experience journey time benefits due to decongestion as a result of modal shift from private car to public transport.
- 3.3.8. The Scheme will also result in reductions in existing road traffic and hence produce decongestion benefits. There is a forecast of modal shift from private car to public transport along the A428 and A1303 as a result of providing a competitive and good public transport alternative such as the Guided Busway.
- 3.3.9. There are also economic benefits associated with improved active travel journeys supported by the development of the emergency and maintenance access track that doubles as an active travel path. These are mainly generated through the health benefits of cycling and walking including reduced risk of premature death and reduction in absenteeism from work. The impact on journey ambience is also significant where enhanced provision of cycling infrastructure improves the quality of journey experienced by cyclists.
- 3.3.10. There are also decongestion benefits associated with mode shift from private car, improving journey times for other highway users, and associated with this is a reduction in indirect tax revenues where fuel usage reduces. Also linked with mode shift from private car are benefits in terms of air quality, noise, accidents, and greenhouse gases.
- 3.3.11. The Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of Cambridge city. Between 2011 and 2031, there is planning for an additional 8,000 new homes set for development in the Cambourne to Cambridge area and 44,000 new jobs to be created in or around the city. The Scheme will support the economic growth of the region through the provision of public transport links to the existing and proposed housing and job sites along the A428/A1303 transport corridor through:
- providing public transport infrastructure to link the existing and future major housing and employment areas and providing reduced existing journey times from Cambourne into Cambridge;
 - providing the opportunity for a more sustainable, reliable and rapid alternative form of public transport for existing and future residents along the proposed route; and

- increasing the reliability of journeys for these residents allowing enhanced access to employment opportunities via a sustainable form of public transport versus private vehicular trips that are noted to be increasing in the Cambridge region.
- 3.3.12. A new transport link running regular, quality services will provide a vital connection for growing these existing and new communities to access jobs, services and other opportunities. The Scheme will provide this link and will unlock growth by linking key employment, education and housing sites together, and with the Cambridge City. This includes existing areas as well the proposed major developments noted at 3.2.7 above. This is required in order to meet the objectively assessed housing and employment needs of Cambridge City and South Cambridgeshire District Council, as identified in evidence-based documents in their emerging Local Plans.
- 3.3.13. The Economic Case of the OBC Addendum 2024 (Document ref: CtoC-21-00) forecast that the Scheme will produce the following user benefits (in forecast year 2036):
 - The Scheme will reduce journey times from Cambourne into Cambridge by 20 minutes in the AM peak hour
 - Bus passenger demand east of Madingley Mulch is forecast to more than double to over 850 passengers in the AM peak hour
 - An increase in bus travel mode share from 2% to 4%
- 3.3.14. The Scheme was also estimated to produce wider economic benefits:
 - £636m in increased GVA over 30 years
 - £458m from Land Value Uplift benefits
- 3.3.15. It is therefore considered that the Scheme is consistent with the overarching economic objective of sustainable development as set out in the NPPF 2023 by reducing journey times, decongesting the transport network and facilitating a modal shift to public transport and active travel modes as well as linking housing and employment sites. The Scheme will also create a number of jobs both directly and indirectly, which is strongly supported in planning terms and is a strong material consideration in favour of the Scheme.

SOCIAL BENEFITS

- 3.3.16. The social benefits of the Scheme are set out in greater detail each in the Economic Case of the OBC Addendum 2024 (Document ref: CtoC-21-00) and are summarised below.
- 3.3.17. The Scheme will support the promotion of healthy communities by providing a significantly improved public transport system together with additional benefits in terms of enhanced cycle and pedestrian connectivity between Cambourne and Cambridge. This will result in a likely modal shift change and more people using public transport along with cycling and walking to work which has social benefits in terms of increased physical activity.
- 3.3.18. There are also social benefits related to a reduction in accident impacts to the potential for the reduction of traffic along the route of the Scheme along with the segregation of cyclists and pedestrians from the highway through the development of the emergency and maintenance access track.
- 3.3.19. Journey quality frustration due to congestion and parking is likely to be improved with the scheme. A conservative slight beneficial assessment has been made in the absence of demand data.
- 3.3.20. In addition, by reducing traffic and alleviating congestion, the Scheme will also support the required housing and employment growth along the A428 Corridor which has social benefits in terms of

increasing access to housing and employment along with access to other facilities such as leisure and the open countryside.

- 3.3.21. The social benefits are also considered to be strongly supported in planning terms and represent a strong material planning consideration in favour of the Scheme.

ENVIRONMENTAL BENEFITS

- 3.3.22. The support for sustainable transport schemes as set out in the Section 9 of NPPF 2023, needs to be weighed against other policy factors within the NPPF 2023 including the environmental impact of the Scheme.
- 3.3.23. The full environmental impact of the Scheme has been assessed and reported in the ES that accompanies the draft Order application. The environmental impacts including both the reported adverse and beneficial effects are considered further under the planning appraisal in Section 7 and the planning balance in Section 9 of this statement.
- 3.3.24. At a high level the Scheme is likely to provide the following environmental benefits
- Improvements to the quality of life of local communities by reducing negative impacts on amenity associated with the reduction in private vehicular trips;
 - Reduction in the use of private vehicles with a resultant improvement in air quality in the Cambridge City Centre Air Quality Management Area (AQMA). The modelling undertaken to inform the Air Quality assessment as part of the EIA process show that three times as many receptors would experience an improvement in concentrations of NO₂, PM₁₀ and PM_{2.5} respectively when compared to the assessment without the Scheme. The impacts of the Scheme would therefore be generally beneficial. Where increases in pollutant concentrations have been identified due to the Scheme, these increases are small and would not constitute a significant environmental effect (Air Quality Technical Report - Document ref: CtoC-11-TRO3-00);
 - Greenhouse Gas emissions - In summary, the ES assessment shows that the user emissions (modal shift and changes in traffic flows) are estimated to present carbon savings of -36,060 tCO₂e as a result of the Scheme. These benefits will be offset by the infrastructure carbon impact (+29,130 tCO₂e) and changes in vegetation (+1,910 tCO₂e), resulting in a net carbon reduction of -5,020 tCO₂e over an assessed 60-year period (Greenhouse Gases Technical Report 6 - Document ref: CtoC-11-TRO6-00);
 - The Scheme will deliver a minimum of 10% Biodiversity Net Gain (BNG), with the aim of achieving at least 20%. BNG is over and above the biodiversity mitigation and compensation measures identified to mitigate likely significant effects of the Scheme;
 - To contribute to use of the Scheme as a Green Corridor, a number of enhancements and new green habitat areas are being proposed. One of these is located at Callow Brook to the east of the Scotland Farm Travel Hub. Another area of habitat creation is proposed to the west of the University Sports Ground.
 - Several attenuation ponds along the route have been designed to maintain wet habitat where possible, so benefitting general biodiversity and increasing habitat complexity. Ponds west of the Cambridge University sports ground, southwest of the M11 overbridge, and alongside Callow Brook will hold water on a more permanent basis;
 - The provision of a new area of designated Open Space located to the west of the M11 which will include environmental enhancements around and within the proposed detention pond at this

location including habitat creation such as ecological balancing ponds, species/meadow rich grassland and tree planting throughout the space. Areas of informal seating and wayfinding features will be provided to enhance the recreational use of this area with access around the detention pond provided by means of an access track that will link to the emergency and maintenance access track; and

- Enhanced accessibility to the Green Belt and the new/existing green infrastructure as set out above will be provided as part of the Scheme.

TRANSPORT BENEFITS

- 3.3.25. In addition to the above objectives as set out in the NPPF 2023, as a transport infrastructure project, it is important to set out the transport benefits of the Proposed Scheme.
- 3.3.26. The full transport impacts of the Scheme have been assessed as part of the Transport Assessment that accompanies the draft Order application (Document ref: CtoC-25-00).
- 3.3.27. In summary the Scheme aims to facilitate fast, frequent and reliable journeys by bus between Cambourne and Cambridge City in order to accommodate trips from the new and existing developments, as well as to encourage mode shift for those already travelling along the corridor.
- 3.3.28. The transport benefits are in summary:
- A reduction in bus journey times between Cambourne West and the edge of Cambridge City;
 - An increase in bus passenger demand;
 - Improved journey time reliability; and
 - Increased bus mode share
- 3.3.29. These are considered to be very strong material planning considerations in favour of the Scheme.

4

APPLICATION SITE AND SURROUNDING CONTEXT



4 APPLICATION SITE AND SURROUNDING CONTEXT

4.1 LOCATION OF THE PROPOSED SCHEME

- 4.1.1. The Scheme is located to the west of Cambridge City. Running from west to east, the route extends from Sterling Way to the east of Cambourne to Grange Road at the edge of Cambridge City⁸. The overall site is referred to herein as 'the Application Site' and shown on the Works and Land Plans (Document ref: CtoC-12-D01-00) as the limit of land to be acquired or used.
- 4.1.2. The Application Site passes through the administrative areas of South Cambridgeshire District Council and Cambridge City Council and through several settlements running from west to east including Cambourne, Bourn Airfield, Hardwick, Coton, West Cambridge and the Cambridge fringe.
- 4.1.3. The Application Site comprises a relatively narrow corridor that allows sufficient space to construct the guided busway, public transport stops, bridges (proposed at the M11 and at Bin Brook) along with ancillary works including landscape and ecological mitigation. The exception to this is an area of land located off Scotland Road to the north of the A428 dual carriageway, which would be used for the proposed Scotland Farm travel hub.
- 4.1.4. A description of the Scheme is set out in section 5 of this Statement and in more detail in Chapter 3 of the ES - Scheme Description (Document ref: CtoC-10-ES0-00).

4.2 THE PROPOSED ROUTE

- 4.2.1. The development for which planning permission is requested in the Request for Deemed Planning Permission (Document ref: CtoC-14-00) is development for which provision is included in the Order within any of the limits or any of the places authorised by the Order. The overall route of the Scheme is shown on the Deemed Planning Drawings Proposed Site Plans Sheets 1 to 17 (Document ref: CtoC-16-DP4-00). This section of the Statement provides a summary of the Scheme by describing the proposed route as it runs from west to east with the Proposed Site Plans Sheets 1 to 17 referred to where relevant.
- 4.2.2. The route of the Scheme begins in the administrative area of South Cambridgeshire District Council to the east of Cambourne town at the junction of Sterling Way. From here it runs eastwards towards the Broadway along a section of segregated route – see Proposed Site Plans Sheet 1 of 17.
- 4.2.3. To the west of the Broadway the route then enters the now disused Bourn Airfield site. This site is currently subject to an outline planning permission for a mixed use village of approx. 3500 dwellings that was granted approval on 30 July 2024 (planning ref: S/3440/18/OL). The route passes through the application boundary for planning ref: S/3440/18/OL along its western and northern boundary, where it will largely be accommodated on its own dedicated route – see Proposed Site Plans Sheet 1

⁸ Work No.1 as set out in the draft Order starts at Sterling Way, Cambourne, and runs east between Sterling Way and Broadway. This land already benefits from outline planning permission for the development of a bus link and an application to South Cambridgeshire District Council for approval of reserved matters for the link (ref: S/4594/18/RM) was granted permission on 16 March 2023.

and 2 of 17. An agreement has been secured with the landowner of the Bourn Airfield site to deliver the road junction to the Bourn development in tandem with the first length of the guided busway with co-operation details to follow.

- 4.2.4. The route then bears north-east out of Bourn Airfield and crosses St Neots Road about 150m northwest of the Bourn roundabout at Childerley Gate. A new signalised crossing will be installed on St Neots Road– see Proposed Site Plans Sheet 3 and 4 of 17.
- 4.2.5. North of St Neots Road, the route then bears east onto a structure that will use retaining walls to take it between the A428 and the nearest of three residential properties at Childerley Lodge Cross – see Proposed Site Plans Sheet 4 of 17.
- 4.2.6. The route then continues off road on the south side of the A428 for approximately 1.2km before bearing south to join St Neots Road, 170m west of Scotland Road – see Proposed Site Plans Sheet 5 of 17.
- 4.2.7. East of Scotland Farm, a Park and Ride Facility referred to as the Scotland Farm Travel Hub is proposed with spaces for approx. 2000 cars, 300 bicycles and coach parking along with associated facilities. The buses will be able to use Scotland Road to access the Travel Hub. A new signalised junction will allow the buses to pass to and from the Travel Hub. An existing 107m long culvert taking a minor watercourse beneath the A428 will need to be extended by 9m to allow the route to pass over it – see Proposed Site Plans Sheets 6 and 7 of 17.
- 4.2.8. The route will then continue along St Neots Road for a distance of 1.8km making use of the existing highway network, passing the northern edge of the village of Hardwick – see Proposed Site Plans Sheet 8 of 17.
- 4.2.9. West of Long Road the route then bears south from St Neots Road, passing west and south of the Comberton plantation (also referred to as the Waterworks site). The route will use a signalised junction across Long Road – see Proposed Site Plans Sheet 9 of 17.
- 4.2.10. The route then continues east across farmland that takes it north of the main built settlement of Coton. The footpath between Coton and Madingley (Footpath 55/2) will be maintained across the route – see Proposed Site Plans Sheets, 10, 11, and 12 of 17.
- 4.2.11. The route then crosses Cambridge Road at a new signalised junction before continuing through Coton Orchard – see Proposed Site Plans Sheet 13 of 17.
- 4.2.12. West of the M11 a new overbridge is proposed that will carry the route over the M11. At this point the route then crosses into the administrative area of Cambridge City Council. East of the proposed M11 overbridge, the route will enter West Cambridge University Campus, passing along Charles Babbage Road which is a private road. This area is the subject of an application for outline planning permission (planning ref: 16/1134/OUT– planning permission approved June 2024) for up to 383,300m² of development relating to the university with the route passing through the application boundary – see Proposed Site Plans Sheets 14 and 15 of 17.
- 4.2.13. The route then bears south through a gap between existing campus buildings and enter West Fields, bearing east and south around the edge of Cambridge University Athletics Sportsground – see Proposed Site Plans Sheet 15 of 17.
- 4.2.14. The route then continues eastward along the Rifle Range Path, crossing Bin Brooke where a new bridge is proposed. The route passes north of the Cambridge Rugby Ground and south of properties

on Herschel Road, before connecting to Grange Road, where the Scheme ends, but from where buses will continue along existing routes into Cambridge – see Proposed Site Plans Sheets 16 and 17.

4.3 SURROUNDING ENVIRONMENT

- 4.3.1. The environmental baseline for the Scheme is set out in Chapter 5 of the accompanying ES (Document ref: CtoC-10-ES0-00). This chapter sets out the land uses and communities along the route with a high level baseline for each environmental factor provided.
- 4.3.2. A more detailed environmental baseline for each environmental factor is then set out the Technical Reports in Volume 2 of the ES (Document ref: CtoC-10-ES0-00).
- 4.3.3. A summary of the land uses and environmental baseline along the route is set out below to inform the assessment of the Scheme in relation to the planning policy framework.

LAND USES

- 4.3.4. A full description of the land uses and communities along the route of the Scheme is set out Sections 5.1 and 5.2 of Chapter 5 of the accompanying ES (Document ref: CtoC-10-ES0-00).
- 4.3.5. In summary the proposed route will run for approx. 13.6km between the town of Cambourne and edge of Cambridge City along the A428/A1303 transport corridor as described in Section 4.2 above. The route will pass through the following main urban areas;
 - East of the town of Cambourne;
 - Bourn Airfield site – outline planning permission sought for 3500 dwellings (planning ref: S/3440/18/OL - outline permission granted 30 July 2024);
 - Hardwick;
 - Coton;
 - West Cambridge – a science and research park that is an important part of the University's estate This area is the subject of an application for outline planning permission (planning ref: 16/1134/OUT) for up to 383,300m² that was granted outline planning permission on the 21 June 2024; and
 - Cambridge fringe - the largely residential and educational western edge of the city that extends west of Grange Road
- 4.3.6. The proposed route also passes several solitary or small groups of dwellings.
- 4.3.7. The areas between the above urban land uses are generally existing agricultural land with an area of existing highway utilised along St Neots Road (1.8km approx.).

AIR QUALITY

- 4.3.8. A full description of the Air Quality baseline is set out in Sections 2 of Technical Report 2 of the accompanying ES (Document ref: CtoC-11-TR02-00). In summary the Application Site is located to the west of the Cambridge City Centre Air Quality Management Area (AQMA) where the proposed route ends at Grange Road.
- 4.3.9. Air quality within the study area is primarily influenced by emissions from road traffic.
- 4.3.10. The areas located either side of the main road corridors (A428 and A1303) and roads within the Cambridge City AQMA are the worst affected areas with respect to poor air quality in the existing baseline.

ECOLOGY

- 4.3.11. A summary description of the ecology baseline is set out Section 5 of Technical Report 5 of the accompanying ES (Document ref: CtoC-11-TR5-00). This Technical Report also refers to information prepared as part of the Habitats Regulations Assessment Appropriate Assessment that accompanies the Order application (Appendix TR5.11 of Document ref: CtoC-11-TR5-00)
- 4.3.12. The habitats and wildlife that occurs along the route have been characterised by desk research and a wide programme of surveys (see sections 5.1 to 5.17 of Technical Report 5 of the accompanying ES (Document ref: CtoC-11-TR05-00). A summary of the relevant habitats and wildlife along the proposed route is set out below.

Internationally Designated Sites

- 4.3.13. The only internationally designated site located within 30km of the Application Site is Eversden and Wimpole Woods Special Area of Conservation (SAC), located approximately 6.5km to the south. This site is designated as a result of the presence of a summer maternity roost of Barbastelle Bats.

Nationally Designated Sites

- 4.3.14. Three statutory designated sites are located within 2km of the Application Site and are described below:
- Madingley Wood Site of Special Scientific Interest (SSSI) 260m to the north.
 - Caldecote Meadows SSSI 1.6km to the south.
 - Hardwick Wood SSSI 1.7km to the south.

Non-Statutory Designated Sites

- 4.3.15. There are twelve non-statutory designated sites within 1km of the Application Site boundary.

Habitat character

- 4.3.16. The majority of open land required as part of the Scheme is arable agricultural land. This is considered to have occasional species of interest, such as skylarks during the summer and golden plover during the winter, but it is generally of low importance for wildlife.
- 4.3.17. Locations of greater interest include Coton Orchard between Cambridge Road in Coton and the M11, the scrubland and young woods on the east side of the M11 (designated a city wildlife site), and Bin Brook, which is crossed as the scheme enters the edge of Cambridge.
- 4.3.18. There are also several hedgerows crossed by the proposed route. These are in various states of condition, and each has been surveyed to determine its relative importance for nature conservation. The Coton path hedgerow crossed by the proposed route is designated a county wildlife site.
- 4.3.19. The route has been chosen where possible to avoid woodland or wooded areas. In areas where more notable trees could be affected by the Scheme, arboriculture surveys have been undertaken to establish any risks and to provide guidance to protecting potentially affected trees or groups of trees. One tree within the Application Site is classified as a veteran tree under NPPF guidance. A copper beech and a pair of black pines in gardens that back onto the Rifle Range track west of Grange Road, are designated under Tree Preservation Orders (TPOs).
- 4.3.20. There are habitats that are not directly impinged, but which are located near the route, and which may harbour species that could be impacted directly or indirectly. The woodland that separates St Neots

Road from the A428, and Comberton plantation just south of Madingley Mulch roundabout are two such locations, and the proposed route has been chosen to avoid both of these.

- 4.3.21. Madingley Wood, north of the A1303 Madingley Road, is approximately 260m north of the proposed route. The site is designated as a SSSI and is a nationally important area recognised for its ancient woodland and various species of plants and animals. The wood is typical for this part of Cambridgeshire and is a remnant of a once common habitat, with other examples found at more distant locations, including Hardwick Wood about 1.7km south of the Scheme, and the more distant still, Eversden Wood. The importance of these habitats for bats, including the rare barbastelle bat, is recognised, and an extensive programme of bat surveys has been a feature of the ecological assessment.

Wildlife

- 4.3.22. As well as habitat surveys, that have classified the land according to a given set of habitat types, surveys for bats, breeding and wintering birds, reptiles, aquatic fauna, and invertebrates have been undertaken. There have also been surveys of particular species, including badgers, otters, water voles and white clawed crayfish along Bin Brook, and of barn owls and great crested newts.
- 4.3.23. Badger and water vole have been identified within the survey areas, as well as a range of wintering and breeding bird species associated with the habitat types present with the local area. No great crested newts have been recorded within any of the water bodies surveyed.

HERITAGE

- 4.3.24. A summary description of the heritage baseline along the route of the Scheme is set out Section 5.6 of the accompanying ES (Document ref: CtoC-10-ES0-00). A full description of the baseline is set out Sections 4 of the Heritage Statement that accompanies the ES (Document ref: CtoC-11-TR07-00) with a summary provided below.

Archaeology

- 4.3.25. There is little evidence along the proposed route for activity before the Iron Age, though the Iron Age landscape itself would have been dotted with small-ditched farmsteads and associated field systems, and there is a high potential for Iron Age remains, particularly in the eastern half of the site.
- 4.3.26. Remains of Roman settlements are also likely, with previous investigations having identified Romano-British field systems and settlements at both the western and eastern ends of the Scheme. A substantial Roman settlement is known to have existed either side of Long Road; this is likely to extend beyond the areas that were investigated and into the Application Site boundary. Two Roman roads are located within the heritage study area. Akeman Street is thought to have run from Cambridge to Arrington and is thought to have crossed through the eastern end of the site on a north–east to south–west alignment. Akeman Street was identified during archaeological investigations at Wilberforce Road 30m north of the site. The second Roman road is thought to have been a minor road on the same course as the modern A428. The postulated line of this road, running east to west, cuts through parts of the western side of the site. Previous archaeological investigations have also identified Romano-British field systems and settlements at both the western and eastern ends of the scheme. A substantial Roman settlement is known to have existed either side of Long Road; this is likely to extend beyond the areas that were investigated and into the limits of deviation of the Scheme.

- 4.3.27. At the eastern end of the Application Site, at the edge of modern Cambridge, an early medieval site used, amongst other things, for funerary activity was identified 70m south-east of the scheme and may extend up to and across the scheme. Otherwise, little is expected from this period of settlement.
- 4.3.28. In contrast, later medieval and post-medieval remains are far more likely to be found. There is extensive evidence from aerial photographs, geophysical survey and intrusive investigations across the site of former ridge and furrow field systems and former field boundaries, ditches and trackways.
- 4.3.29. Evidence of the former 19th century university rifle range may be present at the eastern end of the site. There is also a high likelihood of buried remains of the former World War II Bourn Airfield to have survived.

Built and surface heritage

- 4.3.30. The Application Site contains no nationally protected heritage assets, such as Scheduled Monuments, Listed Buildings or Registered Parks and Gardens.
- 4.3.31. The far eastern end of the proposed route extends into the West Cambridge Conservation Area. Within the study area this includes one Grade II* listed building (the University's Clare Hall, 25m east of the scheme) and 11 Grade II listed buildings, the closest of which is No.48 Grange Road, 20m to the east of the route.
- 4.3.32. The Application Site also lies along part of the northern boundary of the Coton Conservation Area.
- 4.3.33. Twenty-two other listed structures lie within 250m of the route, including one Grade I (St Peter's Church, Coton) and two Grade II* listed buildings.
- 4.3.34. The American Military Cemetery at Madingley north of the scheme is a Grade I Registered Park and Garden that extends to within 240m of the Application Site; it includes a Grade II* listed memorial, 320m away.
- 4.3.35. Locally listed buildings located near the Application Site include entrances lodges to Childerley Hall (Gate House and Chapelgate), 50m from the route; and No's 5A&B Herschel Road, built in 1892 by Ernest Newton, 30m from the route.

LANDSCAPE AND VISUAL

- 4.3.36. A summary description of the landscape and visual baseline along the route of the Scheme is set out Section 5.4 of the accompanying ES (Document ref: CtoC-10-ES0-00). A full description of the baseline is set out Section 2 of Technical Report 8 (Landscape and Visual) of the accompanying ES (Document ref: CtoC-11-TR8-00).
- 4.3.37. The proposed route runs across a landscape of mostly lowland farmland. The Greater Cambridge Landscape Character Assessment (February 2021)⁹, in categorising landscape character areas based on their broadly homogenous characteristics, describes the Bourn Tributaries Lowland Farmlands, which largely accommodates the Application Site footprint.

⁹ https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-08/LandscapeCharacterAssessment_GCLP_210831_Part_A.pdf

4.3.38. Important landscape features along the route of the Scheme include:

- the A428 and A1303 follow a ridgeline which descends into Cambridge east of the American Military Cemetery. The land slopes away from the ridge to the fens in the North and the Bin Brook Valley to the south; and
- Ancient woodland at Madingley Wood

4.3.39. The landscape character area is distinguished by its gently undulating, intensively farmed arable landscape encompassing densely settled, wide, flat river valleys and their tributaries. Its key characteristics are listed as:

- Low-lying, gently rolling topography crossed by river corridors and drained by small streams
- Open character and often extensive views;
- Productive, intensively farmed, predominantly arable landscape that has experienced significant modification during the 20th century, resulting in amalgamation of fields;
- Generally sparse woodland cover and fragmented network of hedge boundaries;
- Woodland and traditional orchards often define the edge of settlements;
- Scattered Medieval moated sites and stone churches are characteristic features; and
- A well settled landscape with a relatively dense rural settlement pattern comprising large and small villages and outlying farmsteads.

4.3.40. There are no national landscape designations such as Areas of Outstanding Natural Beauty (now referred to as National Landscapes) close to the proposed route.

SOILS, GEOLOGY AND CONTAMINATION

4.3.41. A summary description of the baseline along the route of the Scheme is set out Section 5.4 of Chapter 5 of the accompanying ES (Document ref: CtoC-10-ES0-00). A full description of the baseline is set out section 2 of Technical Report 11 of the accompanying ES (Document ref: CtoC-11-TR11-00).

Agricultural Land Classification

4.3.42. Best and Most Versatile (BMV) Agricultural Land is defined as Grades 1, 2 and 3a in the ALC by the NPPF. This is the land which is determined to be most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass. Grades 3b, 4, and 5 are used to classify land that is of moderate quality to very poor quality.

4.3.43. Technical Report 11 (Soil, Geology and Land Contamination) in the ES (Document ref: CtoC-11-TR11-00) states that the measured approximate area of Best Most Versatile Land (BMVL) within the Order limits is up to 45 hectares.

Geology

4.3.44. The bedrock geology along the route is substantially Lower Cretaceous Gault Clay with remnants of Lower Chalk outcropping through this where erosion and subsequent weathering has exposed it, particularly to the south-west of Cambridge.

Potential sources of contamination

4.3.45. Potential sources of contamination along the proposed route are set out in section 2 of Technical Report 11 of the accompanying ES (Document ref: CtoC-11-TR11-00) and are summarised as follows:

Onsite

- Potential for impacted Made Ground from historical and current land uses from Bourn Airfield and associated ancillary buildings in the west of the Application Site;
- Potential for onsite active petrol filling station located north-east of Bourn Airfield;
- Electricity sub-stations located in the central area of the of the Application Site;
- The construction and operation of the British Antarctic Survey and University of Cambridge campus buildings and associated electricity substations located in the central western area of the Application Site;
- Construction of previous and current infrastructure (roads/highways)
- Fuel/oil spillages and airborne particulates migrating into the underlying ground with the current vehicle usage of the roads/highways; and
- Agricultural land including the application of pesticides and sewage sludge to the ground (agricultural land), and localised fuel / oil spillages from agricultural machinery.

Offsite within 500m

- Impacted Made Ground from adjacent previous and current infrastructure (roads/highways); Bourn Airfield and related works and ancillary buildings; and construction and operation of the British Antarctic Survey and University of Cambridge campus buildings;
- Potential for offsite active petrol filling station within 250m of the scheme to the north-east of Bourn Airfield;
- Electricity substation within 250m of the central part of the Application Site;
- Mineral extraction activities and potential for subsequent infilling with unknown material;
- Fuel/oil spillages and airborne particulates migrating into the underlying ground with the current vehicle usage of the roads/highways;
- Potentially contaminative industries within 500m of the Application Site; and
- Agricultural land including the application of pesticides and sewage sludge to the ground (agricultural land), and localised fuel / oil spillages from agricultural machinery.

WATER ENVIRONMENT

- 4.3.46. A summary description of the Water environment baseline along the route of the Scheme is set out Section 5.5 of Chapter 5 of the accompanying ES (Document ref: CtoC-10-ES0-00). A full description of the baseline is set out Section 2 of Technical Report 13 of the accompanying ES (Document ref: CtoC-11-TR13-00).

Surface Water Features

- 4.3.47. The route crosses the Bin Brook at the eastern of the proposed route which is classified as a main river by the Environment Agency. This is the only main river that the proposed route crosses.
- 4.3.48. There are numerous tributaries of the Bin Brook flowing predominantly in a north to south direction, which are mainly land drains following the borders of fields.
- 4.3.49. The Callow Brook is an ordinary watercourse and flows from south to north, starting just south of the A428 in the village of Hardwick. It is culverted under the A428 and St Neots Road and flows adjacent to Scotland Road.

- 4.3.50. An unnamed tributary, denoted as Unnamed Watercourse (A) in figure runs adjacent to the Callow Brook, west of Scotland Road. Like the Callow Brook it is most likely also culverted under the A428 and St Neots Road.

Flood Risk

- 4.3.51. A Flood Risk Assessment accompanies the Order application (Appendix 13.1 of Technical Report 13 (Water) of the accompanying ES (Document ref: CtoC-11-TR13-00). In summary the majority of the Application Site crosses land of very low (Flood Zone 1) flood risk.
- 4.3.52. However, there is a small area in high (Flood Zone 3) flood risk, where the risk of flooding from Bin Brook, associated with the floodplain of the River Cam, is greater than 1 in 100 in any year.
- 4.3.53. There are pockets of land at high flood risk from surface water sources, typically associated with natural overland flow paths and local depressions in topography where surface water runoff can accumulate during or following heavy rainfall events.

4.4 RELEVANT PLANNING APPLICATIONS

- 4.4.1. The following planning applications along the proposed route are considered pertinent noting their interaction with the Proposed Scheme:
- Cambourne West - Within South Cambridgeshire, the Scheme will support the projected growth associated with Cambourne West, which has a resolution to grant permission for the erection of up to 2,350 dwellings, together with formal and informal open space, new community and retail facilities and new infrastructure under planning ref: S/2903/14/OL. Outline planning permission has already been granted for a bus link between Sterling Way Upper Cambourne and the Broadway (planning ref: S/3329/16/OL) in January 2023. A Reserved Matters application related to access, appearance, landscaping, layout and scale has been approved (planning ref: S/4594/18/RM);
 - Bourn Airfield and Bourn Quarter - Between Broadway and St Neots Road the Scheme will pass through the former Bourn Airfield site, which has the potential to deliver approximately 3,500 new dwellings with outline planning permission applied for in 2018 (planning ref: S/3440/18/OL). - outline permission granted 30 July 2024;
 - West Cambridge - The West Cambridge Area of Major Change is subject to a current outline application on behalf of the University of Cambridge for 383,300m³ of employment comprising predominantly of academic floor space (planning ref: 16/1134/OUT). This application was granted outline planning permission on the 21 June 2024; and
 - North-West Cambridge - The 150-hectare North-West Cambridge development was granted outline planning consent in 2013 for 1,500 homes for Cambridge University and College key workers, 1,500 homes for sale, accommodation for 2,000 post-graduate students, 100,000m² of research facilities (including 40,000m² for research institutes and private research facilities linked to the University), and a wide range of community facilities. At the development, now known as Eddington, by March 2020 858 dwellings were complete (including 686 affordable dwellings), along with 325 student rooms.
- 4.4.2. Appendix A attached to this statement sets out a more detailed assessment of relevant planning applications within a 2km study area from the proposed route. This includes their status at the time of the application.

4.5 RELEVANT DEVELOPMENT PLAN ALLOCATIONS AND SPATIAL POLICY

4.5.1. Table 4-1 sets out relevant development plan allocations and spatial policies along the route.

Table 4-1 – Planning Allocations

Reference	Site	Relevant Text
Cambridge Local Plan 2018		
Policy 19: West Cambridge Area of Major Change (proposed route passes through the site)	West Cambridge - allocated site M13	The overall site (allocation reference M13), which covers 66.5 hectares, was the subject of an outline planning approval in 1999 that set out the density of development permitted. A masterplan was subsequently agreed with the University of Cambridge for the development of approximately 250,000 sq² of space, which creates a strategic framework to guide future development of the site.
Allocated Site U3 (to the north of the proposed route at its eastern end)	Grange Farm off Wilberforce Road	120 students Units
South Cambridgeshire Local Plan 2018		
Policy SS/7: New Village at Bourn Airfield	Bourn Airfield	Land south of the A428 based on Bourn Airfield is allocated for the development of a new village of approximately 3,500 dwellings.
Policy SS/8: Cambourne West	Cambourne West	Land shown on the Policies Map south of the A428, north-west of Lower Cambourne, including an area within the current Business Park is allocated for the development of a sustainable, fourth linked village to Cambourne of approximately 1,200 dwellings by 2031 with high levels of green infrastructure.
The Cambridgeshire and Peterborough Minerals and Waste Local Plan		
<p>There are Mineral Safeguarding Areas located within the Scheme Order Limits:</p> <ul style="list-style-type: none"> the eastern end of the Scheme (between Bin Brook and Grange Road) overlies part of a large Sand and Gravel MSA within the wider Cambridge area; and the area to the north of Coton and west of the M11 which forms part of the offline route parallel to the A1303 intersects a large Chalk MSA which extends across the wider Cambridge area. 		

5

SCHEME DESCRIPTION



5 SCHEME DESCRIPTION

5.1 INTRODUCTION

- 5.1.1. This section provides a summary description of the development¹⁰ for which deemed planning permission is being sought. The description of the Scheme is in line with that as set out in Chapter 5 of the ES (Document ref: CtoC-10-ES0-00), with further details of the access and design evolution of the Scheme provided in the accompanying Design and Access Statement (Document ref: CtoC-17-00).

5.2 DESCRIPTION OF DEVELOPMENT

- 5.2.1. A direction for deemed planning permission is sought for the development provided for in the draft Order with a detailed description of the Scheme set out in Chapter 3 of the ES (Scheme Description) which should be referred to for full details of the scheme.
- 5.2.2. The draft Order in summary seeks authorisation to construct a guided busway connecting Cambourne to the edge of Cambridge City that includes segregated off road and unsegregated on road sections.
- 5.2.3. The development will include public transport stops, operational lighting, bridges over the M11 motorway and Bin Brook and signalised junctions where the route interacts with existing roads.
- 5.2.4. An emergency and maintenance access track will run alongside the guided busway for the majority of the proposed route.
- 5.2.5. The development will require amendments to existing highways and accesses, parking arrangements and the erection/reinstatement of boundary fencing.
- 5.2.6. A Travel Hub at Scotland Farm with capacity for up to 2,000 cars including bus pick up/drop off point, coach parking, waiting room and welfare facilities, recharging points for electric powered vehicles and secure cycle parking for up to 300 bicycles will form part of the development.
- 5.2.7. A number of temporary construction compounds are proposed along the proposed route.
- 5.2.8. Environmental mitigation including drainage features, earthworks and landscaping along with other ancillary works are also proposed.
- 5.2.9. The Scheme will result in a change of use of land from its existing use to guided busway with ancillary uses of land.
- 5.2.10. The Scheme and the Application Site are shown out in detail on the Deemed Planning Drawings (Document ref: CtoC-16-00) that accompany the Order application.

¹⁰ As defined in Section 55 of the Town and Country Planning Act 1990

5.3 GENERAL DESIGN FEATURES

5.3.1. “A ‘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 which are as follows:

- (e) road-based with cable guidance;
- (f) road-based with rail guidance;
- (g) road-based with sensor guidance; and
- (h) road-based with side guidance.
- (i) track-based with sensor guidance
- (j) track-based with side guidance

5.3.2. It is proposed that in its operational phase, the Scheme will use single deck hybrid guided buses. The guided buses will be approx. 12m long, containing as a minimum, a Euro VI compliant engine. The provision of an electric guided bus fleet to serve the Scheme will be implemented as soon as is reasonably practicable once the technology is available for such buses to run over required distances and periods.

5.3.3. The guided busway may be kerb edged, but with drop kerbs provided at regular intervals to allow for discharge into a filter strip and then to a swale network. It should be noted however that the kerb guided system may be omitted once the sensor guidance system has been demonstrated as being feasible.

5.3.4. The guided busway profile of the Scheme set out below reflects the needs of the operational phase.

GUIDED BUSWAY PROFILE

5.3.5. The profile will include a guided busway and an emergency and maintenance access track for the majority of the proposed route. The guided busway will in general include a 7.3m wide carriageway.

5.3.6. The emergency and maintenance access track will be separated from the carriageway by a planted shallow drainage depression or verge. The separation between the two is generally 2.5m to 3m wide for the majority of the route, though approximately 75m west of the proposed M11 overbridge, this narrows to 0.5m, the desirable minimum separation for a 30mph speed limit proposed in this area of the route.

5.3.7. The guided busway will include dedicated sections where the bus traffic is segregated from the existing road network (off road) and also sections where the busses would use existing roads (on road).

5.3.8. The emergency and maintenance access track is proposed to run alongside the guided busway to allow for passengers to alight during an emergency and also to allow for future maintenance of the guided busway. The emergency and maintenance access track will also allow for pedestrians and cyclists uses and for part of the route to the west of the M11 will also comprise a bridleway or permissive bridleway for equestrian use. For on-road sections the existing facilities used by cyclists and pedestrians will be improved. The majority of the route will however be segregated from cyclists and pedestrians.

PUBLIC TRANSPORT STOPS

- 5.3.9. The Scheme will include Public Transport Stops where users can alight and board the buses. These will be situated at Cambourne, west of Bourn Airfield, east of Bourn Airfield, Hardwick, Coton and West Cambridge.
- 5.3.10. The Public Transport Stops will have bus shelters on raised platforms and will incorporate landscaping schemes for visual screening.
- 5.3.11. The final design of the public transport stops, and the accompanying landscaping details will be determined at the detailed design stage and submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

WORKS TO HIGHWAYS AND CREATION OF JUNCTION

- 5.3.12. The Scheme will largely utilise a segregated guided busway. A section of St Neots Road will however be utilised with a realignment provided, with the section of the existing St Neots Road stopped up as part of the Order.
- 5.3.13. At the eastern side of the Bourn Airfield, development known as the Bourn Quarter, has already commenced with several large commercial buildings being occupied. The Bourn Quarter is currently accessed by a concrete track from St Neots Road, which will be severed by the Scheme. As a result of this anticipated severance the proposed works includes as an ancillary work a new Wellington Way to replace the existing track known as Wellington Way and to provide a suitable new access for the Bourn Quarter. The existing Wellington Way will be realigned including a new arm to allow for continued access to the mixed use industrial area at its western end.
- 5.3.14. The emergency and maintenance access track will primarily run to the south of the guided busway in its western section and to the north side of the busway close to the existing Cambridge University Athletics Club.
- 5.3.15. The proposed route will interact with existing highways requiring widening of existing carriageways and the formation of:
- A proposed signalised junction with Broadway where the route crosses over from Cambourne to the Bourn Airfield site;
 - A proposed signalised junction with St Neots Road to the north-west of the existing roundabout at Highfield Road;
 - A proposed signalised junction on St Neots Road to the west of the existing Scotland Road roundabout;
 - Upgrades to the existing Scotland Road roundabout;
 - A revised priority junction between St Neots Road and Long Road;
 - A proposed signalised junction at Long Road;
 - A proposed signalised junction with Cambridge Road north of the village of Coton; and
 - A proposed signalised junction to Grange Road where the route ends.
- 5.3.16. The proposed junctions will be signalised, with priority for buses.
- 5.3.17. Access will be maintained to private properties along the route notable along St Neots Road with proposed field accesses provided to allow agricultural users continued access to their land/tenancies.

ACCESS TO LAND AND CROSSING POINTS

- 5.3.18. Facilities to maintain access across the guided busway by Public Rights of Way (footpaths, bridleways etc) and private accesses have been included in the Application Boundary as below:
- An at grade crossing will be provided in relation to the proposed diversion of Footpath 55/2 north of the village of Coton;
 - The existing public right of way (Bridleway 39/30) that runs parallel to the M11 motorway will be diverted east and then west to run around the toe of the embankment forming the approach for the bridge over the M11 motorway;
 - There will be crossing points 75m east of the southern arm of the Scotland Road/St Neots Road roundabout, and between Millers Way and the blue bridge footbridge over the A428. These will provide access for pedestrians alighting from the Public Transport Stop at this location;
 - Two crossing points to maintain access to Coton Orchard are proposed to the east and west of Coton Orchard;
 - The existing Public Right of Way (Footpath 39/31) that runs along the southern boundary of the West Cambridge development, parallel to Charles Babbage Road will be diverted to allow the guided busway to pass into the arable land to the south with a new bridge/culvert designed in co-operation with the University of Cambridge and linking to the Cambridge University redevelopment (planning ref: 16/1134/OUT);
 - A further crossing point is proposed to maintain access to the arable land west of the Cambridge University athletics grounds; and
 - A further crossing point is proposed to maintain access to the University Rugby Ground practice pitch off the existing Rifle Range path (this will become the guided busway).
- 5.3.19. The final location and layout of the above will be determined at the detailed design stage and submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

DRAINAGE STRATEGY

- 5.3.20. A Surface Water Drainage Strategy for the Scheme has been produced and is provided in Annex TR13.1.4 of the Appendix TR13.1: Flood Risk Assessment (Document ref: CtoC-TR13-00).
- 5.3.21. The Surface Water Drainage Strategy follows guidance that emphasises the use of sustainable techniques. In particular a drainage network utilising Sustainable Drainage Systems (SuDS) structures are proposed to:
- ensure that surface water drainage will be managed as close to its source as possible, and will maintain natural ground conditions;
 - provide at source pollution control;
 - limit discharge rates to open, 'greenfield' land to natural run-off rates; and
 - attenuate run-off up to the 'critical' rainfall event (when rainfall would cause the highest peak flows or levels at a particular location) and minimise flooding for events that exceed this.
- 5.3.22. The guided busway will be kerb edged, but with drop kerbs provided at regular intervals to allow for discharge into a filter strip and then to a swale network. It should be noted however that the kerb guided system may be omitted once the sensor guidance system has been demonstrated as being feasible.
- 5.3.23. Swales are also proposed as part of the development to store and carry runoff and remove pollutants.

- 5.3.24. The proposed swales will direct surface water runoff to existing ditches or local watercourses, or to detention ponds proposed (see Table 5-1 below). The detention ponds will discharge to local watercourses at restricted rates to help mitigate flooding. Each detention pond will include an edge buffer for landscaping and access. The swales and detention ponds will provide sufficient pollution mitigation to allow outfall of clean water to the local watercourse.

Table 5--1 - Proposed Detention Ponds

Detention pond	Size	Discharge point
1: Between Bourn Airfield and Childerley lodge	132m x 24m	Existing ditch adjacent to the route
2: Between Childerley Lodge and Hardwick	80m x 44m	Existing ditch south of the detention pond
3: East Hardwick	88m x 44m	Existing ditch to the southeast of the detention pond which flows south to Bin Brook
4: Between Long Road and Coton	72m x 44m	Existing ditch which flows into Bin Brook
5: Between Coton and the M11	80m x 44m	Existing ditch to the south of the detention pond
6: East of the M11 and up to Grange Road	80m x 36m	Bin Brook
7: East of the M11 and up to Grange Road	76m x 28m	Bin Brook
8: Scotland Farm Travel Hub	100m x 76m	Callow Brook

FENCING

- 5.3.25. Fencing will be required along sections of the route for reasons of safety, security and in relation to the reinstated of boundary fences
- 5.3.26. The final fencing alignment and type will be determined at the detailed design stage and submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

OPERATIONAL LIGHTING

- 5.3.27. The proposed operational lighting along the route will use Light Emitting Diode (LED) technology designed to minimise both vertical and horizontal light spillage. Lighting will only be installed in areas of high use, including junctions with highways, at bus stops, and at the travel hub.
- 5.3.28. The emergency and service access service track will have solar studs or similar lighting to provide wayfinding along sections through the countryside in order to maintain low lighting levels along the route, and so limit visual impact.
- 5.3.29. The final design will seek to ensure minimum levels of light needed to enable safe use and will be designed in accordance with current standards and national guidance, in addition to ensuring compliance with relevant local planning authority standards and policy.

- 5.3.30. It is likely that lighting along the route will be dimmed during periods of low bus use during the operational phase and that the proposed level of operational lighting at the Travel Hub would be set at a minimum level during off-peak usage (22:00 - 05:30), according to standard requirements. Operational lighting at Public Transport Stops will only be active during operational hours.
- 5.3.31. Details on lighting design and location will be mindful of its potential for impact on bats. A sensitive lighting strategy for areas used by commuting bats will be developed as part of the detailed design.
- 5.3.32. The final layout and type of lighting along with light lux plans and the proposed hours of operation for lighting along the route will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

5.4 SPECIFIC DESIGN FEATURES

THE TRAVEL HUB

- 5.4.1. The Scheme includes the development of a Travel Hub at Scotland Farm to the north of the A428.
- 5.4.2. The Scotland Farm Travel Hub will provide space for approx. 2,000 cars and 300 bicycles, as well as coach parking. It will include recharging points for electric vehicles. It will have a central single storey building offering toilets and waiting rooms.
- 5.4.3. Landscaping at the Travel Hub will help to mediate good access and movement, as well as supporting biodiversity and offering aesthetic benefits.
- 5.4.4. The hard standing parking spaces will be interweaved with planted 'fingers' including trees and shrubs to soften the grid layout, while more peripheral planting will soften the geometry and help to screen views. Habitat creation and enhanced amenities (footpaths etc.) will link with Callow Brook at the eastern edge of Travel Hub.
- 5.4.5. The Scotland Farm Travel Hub may utilise renewable energy sources where practical, reducing the onsite structures reliance on the national grid and will incorporate the use of LED lighting columns designed for public safety.
- 5.4.6. An indicative layout of the Travel Hub is shown on the Proposed Site Plans Sheet 7 of 17 (Deemed Planning Drawings (Document ref: CtoC-16-00)). The final layout, access, hard and soft landscaping, detailed design of onsite structures and operational arrangements etc. will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

M11 OVERBRIDGE

- 5.4.7. The proposed route will cross the M11 approximately 200m south of Junction 13 - see Proposed Site Plan Sheet 14 of 17 (Deemed Planning Drawings (Document ref: CtoC-16-00)).
- 5.4.8. An overbridge with a 57m approx. clear span is proposed to carry the guided busway over the M11, with sufficient clearance to allow National Highways to widen the northbound slip lane at the same time. The overbridge will provide a 5.3m approx. headroom to the below M11 carriageway.
- 5.4.9. The overbridge will be approx. 15m wide to allow for the 7.3m carriageway, a 2.5m verge and 4.5m emergency and maintenance access track along its southern side. A 1.8 high parapet is proposed.

- 5.4.10. Embankments will be created on either side of the M11 to carry the overbridge across the M11 with retaining walls constructed on either side of the motorway.
- 5.4.11. The proposed layout, elevations and sections for the overbridge are shown on drawing no. 70086660-WSP-SBR-XX-DR-BR-0003 (Document ref: CtoC-16-DP6-00) and on Proposed Site Plan Sheet 14 of 17.
- 5.4.12. The final detailed design of including materials and finishes of the overbridge will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

BIN BROOK BRIDGE

- 5.4.13. The proposed route will cross Bin Brook just west of the existing Cambridge University Rugby practice pitch - see Proposed Site Plan Sheet 17 of 18.
- 5.4.14. A bridge with an 10m approx. clear span will carry the guided busway over the brook, with sufficient freeboard between the soffit of the bridge and the brook allowed for (30cm clearance).
- 5.4.15. The overbridge will be approx. 15m wide to allow for the 7.3m carriageway, a 2.5m verge and 4.5m emergency and maintenance access track running adjacent to it. A 1.8 high parapet is proposed.
- 5.4.16. The proposed layout, elevations and sections for the overbridge are shown on drawing no. 70086660-WSP-SBR-XX-DR-BR-0004 (Document ref: CtoC-16-DP6-00) and on Proposed Site Plan Sheet 17 of 17.
- 5.4.17. The final detailed design of including materials and finishes of the bridge will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

5.5 LANDSCAPING

- 5.5.1. The Landscape Vision for the Scheme is to:

‘Create a green corridor that will be a multi-functional asset within the existing landscape. Alongside functional new infrastructure, the corridor will be designed to maximise access and movement, biodiversity, a sense of place, local character, sustainable water resources and enhanced health and well-being’.

- 5.5.2. The Scheme includes significant areas of new or enhanced landscaping along the route including:

- Along the A428 corridor;
- Within and to the east of the Scotland Farm Travel Hub (Callow Brook);
- South of Madingley Wood to the north and south of the proposed route;
- Coton Orchard;
- To the west of the M11 overbridge;
- To the west of the University Sport Grounds; and
- The Rifle Range Path and Bin Brook area.

- 5.5.3. The development of these areas of new or enhanced landscaping was guided by the Landscape Vision and the following objectives:

- Designing with future trends in mind - careful consideration to existing attenuation features such as brooks and natural flood plains;

- Increase biodiversity and ecological features - Proposed swales and wetlands can be planted or sown with wetland species, which can range from grasses to wetland forbs to trees such as alder and willow – all of which, through evapotranspiration, further reduce runoff rates. Wetlands also create a rich biodiverse habitat for a wide range of species; and
- Improved Health and Well-being - By providing high-quality access for walking, cycling and public transport, the scheme is helping to connect existing and new communities in a sustainable way. In addition, such new links enables local communities to more easily connect and enjoy the surrounding countryside, it is therefore important that pathways and junction points are welcoming to encourage use. The scheme will connect to several existing routes and links. A legible and accessible walking and cycling network can increase recreational activities, and promote general health and well-being

- 5.5.4. A more detail description of the development of the approach to landscaping along the route is provided in Section 3 of the accompanying Design and Access Statement (Document ref: CtoC-17-00).
- 5.5.5. Indicative landscaping layouts are shown on the Proposed Site Plans (Deemed Planning Drawings (Document ref: CtoC-16-00)). The indicative landscape layouts show at an outline level the proposed approach to both hard and soft landscaping along the route.
- 5.5.6. Future detailed landscaping plans including details of planting types and management plans will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00). These will need to accord with the Indicative landscaping plans as submitted with the draft Order.

5.6 ECOLOGICAL DESIGN

BAT HOP-OVERS

- 5.6.1. The Scheme passes perpendicularly through several areas which have been identified as commuting lanes for bats. At these areas it is envisaged that a bats, advancing commuting path may be disturbed, either horizontally or vertically. As a result, a collision risk is posed as a result of their unchanged flight heights with buses passing through the bats flight paths at speed.
- 5.6.2. To negate this, mitigation referred to as bat ‘hop-overs’ are proposed. These will encourage bats to fly up, over and out of the path of oncoming buses. Where the Scheme’s route meets bat commuting lanes, higher flight paths will be encouraged by tall mature standard trees to encourage passage over the route. Planting scrub species on the raised levels, such as blackthorn will also encourage a denser vegetation that bats will have to fly over, rather than through.
- 5.6.3. The Scheme includes a number of bats ‘hop-overs’ at hedges at the following locations:
- Long Road junction;
 - The ditch line south of Madingley Woods and Woodfield House;
 - South of the American Cemetery/Coton Court; and
 - South of Madingley Windmill, north of Coton Primary School.

BADGER/WILDLIFE UNDERPASSES

- 5.6.4. Mammal culverts will be located along sections of the Scheme which traverses Coton Orchard. The mammal culverts will be accompanied by badger fencing to direct badgers towards the culverts.

HABITAT RECREATION

- 5.6.5. To contribute to use of the Scheme as a Green Corridor, a number of enhancements and new green habitat areas are being proposed. One of these is located at Callow Brook to the east of the Scotland Farm Travel Hub. At this location a detention pond is proposed associated with the Scotland Farm Travel Hub (see Table 5-1 above). The development of this area will also create a new biodiverse habitat with the introduction of areas of deep water within the detention pond, water-side planting as well as enhanced riparian planting along Callow Brook. Additionally, the area will offer improved links accessed from the 'Blue Bridge' or from the Scotland Farm Travel Hub and connection to the existing PRoW between Hardwick and Dry Drayton. The space will offer an extended walking route around the detention pond with potential informal dwelling points along it enhancing amenity for walkers and cyclists.
- 5.6.6. Another area of habitat creation is proposed to the west of the University Sports Ground. New pathways, seating and amenity grass-land planting as well as planted water features are proposed. Permanent wet areas are proposed within the new detention ponds (see Table 5-1 above), extending the habitat further west.

5.7 SUSTAINABLE DESIGN

LIMITING EMISSIONS AND ENERGY USAGE

- 5.7.1. The Scheme proposes the use of hybrid electric vehicles, with the aim of providing a reliable public transport route whilst limiting noise and air pollution.
- 5.7.2. The hybrid approach involves the use of electricity to power the buses within the town of Cambourne and the city of Cambridge. Upon leaving these areas the buses will transfer to the use of alternative fuels.
- 5.7.3. It is proposed that the Scotland Farm Travel Hub may utilise renewable energy sources where practical, reducing the onsite structures reliance on the national grid and will incorporate the use of LED lighting columns designed for public safety. The final detailed design of including materials and finishes at the Travel Hub will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

DESIGN RESILIENCE

- 5.7.4. During the Proposed Scheme's 60-year appraisal period (the anticipated lifetime of the scheme) and 100-year lifespan for the bridges, changes in climate are likely to be experienced.
- 5.7.5. The Scheme has been assessed in terms of its Climate Resilience as set out in Technical Report 3 included with the ES (Document ref: CtoC-11-TR3-00). The Project has embedded design mitigation that will be secured through the draft planning conditions submitted with the Request for Deemed Planning Permission (Document ref: CtoC-14-00) as follows:
- Attenuation will be provided within swales which will be designed to ensure a 100mm freeboard is maintained
 - Attenuation basins area proposed at St Neots Road, to the west of the proposed St Neots Road junction, east of long road, north of Coton and east of the M11;

- The Scheme is located above the 1 in 100 year plus 19% climate change flood level. The Flood Risk Assessment that accompanies Technical Report 13 (Water) of the accompanying ES (Document ref: CtoC-11-TR03-00) includes allowances for climate change;
- Minor watercourse crossing have been designed to the 1 in 1000 year event which accounts for flows greater than the 1 in 100 year plus 40% for climate change allowance; and
- The final landscaping design will seek to maximise self-sustaining habitats such as woodland or grassland and limiting where possible trees that are being proposed on bunding/slopes to avoid any subsidence or dry outs.

COMMITMENT TO BIODIVERSITY

- 5.7.6. The Scheme has committed to delivering a minimum of 10% Biodiversity Net Gain (BNG), with the aim of achieving 20%.
- 5.7.7. The Order application is accompanied by a Biodiversity Net Gain Assessment (Appendix TR5.7: Biodiversity Net Gain Assessment - Document ref: CtoC-11-TR5-00). The purpose of the Biodiversity Net Gain Assessment is to provide an initial assessment, which will be updated, where necessary, once the design is finalised, and any offsite habitat creation secured. The final assessment, including secured offsite compensation will need to be included within a BNG Plan.
- 5.7.8. Opportunities for net gains identified within the assessment include increasing hedgerow and woodland connectivity through additional planting to link existing or proposed open spaces, hedgerows and ecological corridors. Where possible the Scheme will seek to incorporate the planting of native mixed species.
- 5.7.9. Any swales included within the Drainage Strategy for the Scheme will provide the opportunity for planting or sowing with wetland species. This will provide the added benefit of reduced run off rates through evapotranspiration.
- 5.7.10. It will be necessary to secure offsite habitat creation to achieve 20% BNG. Offsite habitat creation will need to include lowland mixed deciduous woodland, traditional orchard and hedgerows to satisfy the trading rules. An example of the area and type of offsite habitat creation required to achieve 20% net gain has been provided and is included within Section 4 of the Biodiversity Net Gain Assessment (Appendix TR5.7: Biodiversity Net Gain Assessment - Document ref: CtoC-11-TR5-00).
- 5.7.11. It will also be necessary to confirm responsibility for monitoring and maintenance as well as the length of the maintenance period post-construction, and any legal and financial agreements required to secure offsite habitat creation

5.8 INTERACTIONS WITH MAJOR DEVELOPMENT SITES

- 5.8.1. Appendix A attached to this Statement sets out a more detailed assessment of relevant planning applications within a 2km study area from the proposed route.
- 5.8.2. The Scheme will interact with a number of major development sites that are the subject of ongoing engagement with the relevant developers in terms of ensuring the evolving designs pay due cognisance to each other.
- 5.8.3. These areas are subject to further design development with no planning permission sought for development within these areas. These areas are shown on the Proposed Site Plans submitted with the request for planning permission with a diagonal brown hatching (see Proposed Site Plans - Sheet number 1) and are described below.

Cambourne West Broadway Bus link - Proposed Site Plan Sheet 1 of 17

- 5.8.4. The Scheme whilst located further to the east of the Cambourne West development, will interact and serve development and its residents.
- 5.8.5. The Cambourne West development was granted outline planning permission in December 2017 for the erection of up to 2,350 dwellings, together with formal and informal open space, new community and retail facilities and new infrastructure under planning ref: S/2903/14/OL.
- 5.8.6. Outline planning permission has already been granted for a bus link between Sterling Way Upper Cambourne and the Broadway (planning ref: S/3329/16/OL) in January 2023. The bus link is being constructed by the landowner/developer. It is proposed that the Scheme will link with the bus link to be developed pursuant to planning permission ref: S/3329/16/OL.
- 5.8.7. The land between these two roads therefore benefits from outline planning permission for a proposed busway link and is subject to a Section 106 Town and Country Planning Act 1990 agreement dated 29 December 2017 requiring the land to become a new route for buses serving Cambourne. Approval of Reserved Matters for Broadway Bus Link proposals (planning ref: S/4594/18/RM) was granted 16 March 2023. (Land between Broadway Bourn and Sterling Way Cambourne Cambridge).
- 5.8.8. The landowner is required to transfer the land and completed development to the Applicant under the terms of s 106 agreement. However, until the Broadway Bus Link has been completed and the land transferred to the Applicant, the draft Order retains powers and rights for construction of the works provided in the draft Order but no powers of acquisition.

West Cambridge - Proposed Layout Drawing Sheet numbers 14, 15 and 16

- 5.8.9. The West Cambridge Area of Major Change is subject to a current outline application (planning ref: 16/1134/OUT - this application was granted outline planning permission on the 21 June 2024) on behalf of the University of Cambridge for 383,300sq² comprising predominantly of academic and commercial floor space.
- 5.8.10. The existing Charles Babbage Road forms a route that can be utilised by buses operating as part of the Scheme and the Campus is an anticipated major destination for passenger journeys using the public transport route once in operation.
- 5.8.11. The Applicant and the University of Cambridge have completed an appropriate agreement for the required land to facilitate the construction of the works provided for in the draft Order in this area as well as rights to run guided buses over Charles Babbage Road and the wider University Campus network, and for the diversion of public rights of way. Similar to the Bourn Airfield and Bourn Quarter development below, it is noted that the decision for this planning permission was delayed noting an ongoing objection from the Environment Agency in relation to water scarcity in the wider Cambridge Region. However, on 6 March 2024, the Government issued a Joint statement¹¹ on addressing water scarcity in Greater Cambridge which outlines measures to supplement and accelerate the

¹¹ <https://www.gov.uk/government/publications/joint-statement-on-addressing-water-scarcity-in-greater-cambridge/joint-statement-on-addressing-water-scarcity-in-greater-cambridge>

delivery of water management measures to meet the future water needs of the area. This has given the Council confidence to proceed with determining this planning application with a decision to grant provided on the 21 June 2024 with a s 106 agreement which safeguards the route of the Scheme through the University site.

Bourn Airfield and Bourn Quarter - Proposed Layout Drawing Sheet numbers 2 and 3

- 5.8.12. Between Broadway and St Neots Road the Scheme will pass through the former Bourn Airfield site, which has the potential to delivery approximately 3,500 new dwellings with outline planning permission applied for in 2018 (planning ref: S/3440/18/OL) with outline permission granted 30 July 2024.
- 5.8.13. The parameter plans submitted with planning ref: S/3440/18/OL includes a route for 'Segregated High Quality Public Transport' through the site. This aligns with the route for the same as shown in the Bourn Airfield New Village, A Spatial Framework & Infrastructure Delivery Plan SPD (October 2019). The Scheme provides this public transport route through the Bourn Airfield development with Public Transport Stops located to the east and west of it.
- 5.8.14. The landowner and the Applicant have completed an agreement for the integration of the Scheme within the wider development of the Bourn Airfield site and the route has been selected to minimise the impact on the developable area of the site. Ongoing engagement between the design teams for each development is being undertaken to ensure the future design of each benefit each other and do not preclude future development in the area.
- 5.8.15. Under the terms of the agreement between the parties, the Scheme through the Bourn site will be constructed in accordance with the works provided for in the draft Order by the Applicant (and potentially in co-operation between the parties) under licence with land and rights to be acquired on completion. The draft Order retains rights and powers to facilitate construction of the works provided for in draft Order with limits on the exercise of powers and rights as provided for in the agreement.

CONSTRUCTION DETAILS

PROGRAMME

- 5.8.16. Construction is anticipated to be undertaken over a period of approx. 24 months. The programme is subject to further development.

CONSTRUCTION COMPOUNDS

- 5.8.17. Construction will require the use of 16 worksites, including one main compound at the proposed Scotland Farm Travel Hub, five secondary compounds and ten local works compounds to support construction of particular elements.
- 5.8.18. The main compound will provide strategic support to secondary and local worksites. It will have space for storage and lay down of materials along with parking and maintenance facilities for plant and machinery. This will reduce storage requirements at satellite compounds.
- 5.8.19. The main compound will also include the main welfare facilities for staff, which will provide training and induction facilities, a canteen, toilet, clothes storage and drying room facilities together with temporary worker's accommodation.

- 5.8.20. The smaller secondary compounds will provide office accommodation for limited numbers of engineering and delivery staff, and local storage for plant and materials, as well as limited welfare facilities and car parking.
- 5.8.21. General material and bulk material deliveries will be required daily, delivered to the main compound by Heavy Goods Vehicle (HGV) and distributed from there.
- 5.8.22. A set of Construction Compound Plans has been submitted with the Request for Deemed Planning Permission (Document ref: CtoC-14-00) showing the locations of the construction worksites and site access points.

PLANT AND EQUIPMENT

- 5.8.23. Construction plant will typically include excavators, dumpers, mobile cranes, bulldozers, compactors, bowzers and graders. The types and numbers of plant will vary between each phase of works.

CONSTRUCTION TRAFFIC AND ACCESS

- 5.8.24. The delivery of plant to each phase of the construction strategy will be managed by the principal contractor. Table TR12-8-1 of Chapter 12 (Traffic and Transport) identifies the maximum number of daily construction vehicle movement numbers for each part of the Scheme. The timing of peak vehicle activity for each part of the scheme is also identified.
- 5.8.25. The main traffic routes for deliveries will be:
- West, along the A428, and then south to the side road crossings and along the haul road along the route of the guided busway
 - East, from within the business park and Charles Babbage Road and minimising access on Grange Road, this will only be used to construct the tie-in works for the M11 area works from the site haul road or access from the M11
- 5.8.26. No construction traffic will use Cambridge Road south of the proposed guided busway southern fence line, or through the main built settlement of Coton.

ROAD CLOSURES

- 5.8.27. Temporary and permanent road realignments associated with the works will be necessary. These are advanced works and are subject to further interface development and discussion with the local highway authority.
- 5.8.28. Some traffic delays would be experienced during the work to tie in the approach roads to the existing network. Access to site will be arranged to accommodate the scale of vehicles that will use them. Safe pedestrian access will be ensured through segregated routes.

MATERIALS AND WASTE

- 5.8.29. The construction of the Scheme will require materials to be moved to, from and within the Application Site. The Scheme will seek to achieve a target of around one third (31%) recycled aggregate content to minimise the need to import or export materials, and to balance cut and fill as far as possible. This helps to contain potential impacts from construction traffic and at offsite minerals or waste disposal sites.
- 5.8.30. The Scheme will look to reduce the use of virgin material and aggregates through reducing material requirements in the design itself, using site-won or recycled materials, and through the use of materials with a high proportion of recycled content.

- 5.8.31. To inform a low carbon design, embodied carbon emissions of the material resource required for the Scheme will be calculated as the scheme progresses, subsequently aiding in the reduction of material requirements.
- 5.8.32. The Scheme will seek to maximise reuse and recycling of extracted materials through the application of the waste hierarchy. Excavated soils and green waste can be reused on site for landscaping, and inert materials can be recycled by crushing, blending and subsequently reusing as aggregate.
- 5.8.33. In some cases, materials may not be suitable for reuse. Opportunities to re-use or recycle these materials will be sought on other nearby schemes, where possible or in other uses with clear benefits to the environment.
- 5.8.34. Materials that can't be reused or are classified as contaminated or potentially hazardous will be taken to recycling and disposal facilities with the appropriate permit to ensure environmental risks are reduced. These facilities should be identified as close to the works as possible to minimise transportation needs, thereby reducing greenhouse gas emissions resulting from transportation.
- 5.8.35. A Site Waste Management Plan (SWMP) will be provided by the principal contractor. The SWMP will consider the sourcing, transport and use, and disposal of waste and material resources, in a sustainable manner. In addition, unavoidable construction waste will be managed in accordance with the waste hierarchy and other relevant legislative requirements.
- 5.8.36. The SWMP will be submitted to the relevant local planning authority for approval as part of the discharge of planning conditions.

CONSTRUCTION WORKING HOURS

- 5.8.37. The construction activities are planned to take place between 08:00 and 18:00 Monday to Friday, and 08:00 and 13:00 on Saturday, with no working on Sundays or bank holidays. Occasional out of hours working, where required, will be agreed in advance with the local authority, and anyone affected by it will be notified in advance.
- 5.8.38. Any exceptions to the specified working hours will need to be agreed with the local planning authority in line with the process as set out in the Code of Construction Practice (CoCP) (Document ref: CtoC-26-00) that accompanies the draft Order.
- 5.8.39. Typically, site deliveries via HGV will be limited to normal working hours. Large and exceptional concreting operations may require concrete to be delivered outside of normal hours; these will tend to occur over specific short durations within the construction programme.

CODE OF CONSTRUCTION PRACTICE

- 5.8.40. Construction work can be one of the chief causes of environmental impact. To minimise this risk, a CoCP (Document ref: CtoC-26-00) has been developed for the Scheme which sets out a range of measures and principles which contractors are required to abide with in undertaking their work. The development shall be carried out in accordance with the provisions of the CoCP (Document ref: CtoC-26-00) in line with draft planning condition 8 included as part of the draft planning conditions in the Request for Deemed Planning Permission (Document ref: CtoC-14-00) submitted to and approved by the relevant local planning authority.
- 5.8.41. These build on more general measures that are used under the Considerate Constructors Scheme Code of Practice to ensure that:

- work sites are well managed and looking professional;
- local communities and those affected by the work are respected;
- the environment is protected;
- everyone is kept safe; and
- the work force is mutually respectful

5.8.42. The CoCP sets out a series of proposed measures and standards of work, which will be applied by the Principal Contractor throughout the construction period to:

- Provide effective planning, management and control during construction to control potential adverse impacts and effect on people, businesses and natural and heritage assets; and
- Provide the mechanisms to engage with the local community and their representatives throughout the construction period.

5.8.43. Based on the CoCP, the principal contractor will be required to prepare a more detailed Local Environmental Management Plan (LEMP) that will be submitted to the relevant local planning authority for approval as part of the discharge of planning conditions – a draft planning condition (Condition 9) is included as part of the draft planning conditions in the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

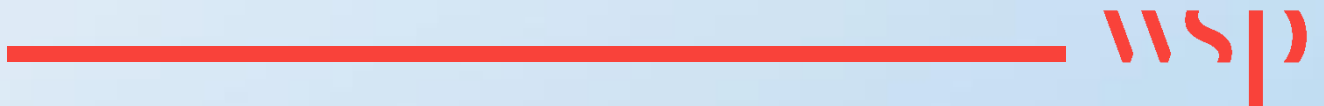
5.8.44. Building on the CoCP, the LEMP will reflect the contractor's more detailed design, workplan and assumptions, and will provide the basis for detailed engagement with the relevant local planning authority.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.8.45. Monitoring of freight traffic and construction workforce movements during the construction phase of will be monitored through a Construction Traffic Management Plan. A Construction Travel Plan will also be prepared to manage and also monitor construction workforce movement to and from the construction sites in line with the CoCP (Document ref: CtoC-26-00)

6

PLANNING POLICY FRAMEWORK



6 PLANNING POLICY FRAMEWORK

6.1 INTRODUCTION

- 6.1.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004, states that:

‘If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise’

- 6.1.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 applies then only ‘for the purpose of any determination to be made under the planning Acts’.

- 6.1.3. Subsection 2A of Section 90 of the TCPA 1990 states that:

‘On making an order under section 1 or 3 of the Transport and Works Act 1992 which includes provision for development, the Secretary of State may direct that planning permission for that development shall be deemed to be granted, subject to such conditions (if any) as may be specified in the direction’.

- 6.1.4. As any Planning Direction provided by the SoS will be via Transport and Works Act 1992 (i.e. not under the Planning Acts), Section 38(6) of the Planning and Compulsory Purchase Act 2004 is therefore not considered to be engaged¹².

- 6.1.5. However, this section provides an overview of national and local planning policy (the Development Plan) which are still considered important material considerations in the determination of this application. Other relevant policy such as Transport Plans and guidance relevant to specific material considerations are also set out.

- 6.1.6. An analysis of the key policies considered relevant to the Scheme is then set out. The Schemes accordance or conflict with these is then assessed in Section 7.

6.2 NATIONAL PLANNING POLICY AND GUIDANCE

- 6.2.1. The below section sets out both the government’s planning policies for England and the guidance on how these are expected to be applied.

THE NATIONAL PLANNING POLICY FRAMEWORK 2023

- 6.2.2. The National Planning Policy Framework (NPPF) published in December 2023 sets out the Government’s planning policies for England and how these should be applied in decisions for new development proposals.

¹² <https://www.bailii.org/ew/cases/EWHC/Admin/2012/46.html> - R (Samuel Smith) v. Secretary of State for Energy and Climate Change [2012] EWHC 46 (Admin) paragraph 80

- 6.2.3. At the heart of the NPPF 2023 is a presumption in favour of sustainable development. The presumption highlights that proposals which accord with an up to date development plan should be approved without delay unless material considerations indicate otherwise.
- 6.2.4. The objective of sustainable development can be summarised as ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (Paragraph 7 of the NPPF 2023).
- 6.2.5. Paragraph 8 of the NPPF 2023 goes on to state that ‘*Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)*’: The three overarching objectives are as follows:
- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure
 - a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
 - an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 6.2.6. For decision-taking (Paragraph 11 of the NPPF 2023) this means:
- approving development proposals that accord with an up-to-date development plan without delay; or
 - (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - (i) *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - (ii) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 6.2.7. Paragraph 108 of the NPPF 2023 outlines that:
- ‘transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- *‘the potential impacts of development on transport networks can be addressed;*
 - *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - *opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places'.*

6.2.8. The following sections of the NPPF 2023 are of specific relevance to the determination of this application:

- Section 2 Achieving sustainable development;
- Section 4 Decision-making;
- Section 5 Delivering a sufficient supply of homes;
- Section 6 Building a strong, competitive economy;
- Section 8 Promoting healthy and safe communities;
- Section 9 Promoting sustainable transport;
- Section 11 Making effective use of land;
- Section 12 Achieving well-designed and beautiful places;
- Section 13 Protecting Green Belt land;
- Section 14 Meeting the challenge of climate change, flooding and coastal change;
- Section 15 Conserving and enhancing the natural environment; and
- Section 16 Conserving and enhancing the historic environment.

NATIONAL PLANNING POLICY FRAMEWORK - DRAFT TEXT FOR PUBLIC CONSULTATION 2024

6.2.9. A consultation draft of an amended version of the NPPF was published for an 8 week public consultation period from 31 July 2024 to 24 September 2024. Whilst the 2023 NPPF remains the relevant planning policy, as this document is the overarching planning policy document, a review of the proposed updates has been carried out in order to establish whether these would affect the planning case for the scheme that is subject to this TWAO application. The main changes in the consultation draft are aimed at meeting the UK's housing need by increasing housing land supply particularly in relation to Green Belt designations. These changes are not considered to materially affect this application and those aspects of the NPPF which are relevant to this Scheme and references to planning policy set out elsewhere in this TWAO application remain materially unchanged by this consultation draft.

NATIONAL PLANNING PRACTICE GUIDANCE

6.2.10. The National Planning Practice Guidance (NPPG) supports the above NPPF 2023 and provides further guidance in relation to policies considered relevant to the Proposed Scheme:

Open Space

6.2.11. Paragraph: 001 Reference ID: 37-001-20140306 of the NPPG states that:

'Open space should be taken into account in planning for new development and considering proposals that may affect existing open space. Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green

infrastructure as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development’.

Air Quality

6.2.12. Paragraph: 001 Reference ID: 32-001-20191101 of the NPPG states that:

‘The 2008 Ambient Air Quality Directive sets legally binding limits for concentrations in outdoor air of major air pollutants that affect public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2).

The UK also has national emission reduction commitments for overall UK emissions of 5 damaging air pollutants:

- *fine particulate matter (PM2.5)*
- *ammonia (NH3)*
- *nitrogen oxides (NOx)*
- *sulphur dioxide (SO2)*
- *non-methane volatile organic compounds (NMVOCs)*

6.2.13. *As well as having direct effects on public health, habitats and biodiversity, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. Odour and dust can also be a planning concern, for example, because of the effect on local amenity.*

Climate Change

6.2.14. Paragraph: 001 Reference ID: 6-001-20140306

6.2.15. of the NPPG states:

‘In addition to supporting the delivery of appropriately sited green energy, effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development.

6.2.16. *Addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking.*

Green Belt

6.2.17. Paragraph: 001 Reference ID: 64-001-20190722 of the NPPG states:

‘Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment.

These include, but are not limited to:

- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*

- *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*
- *the degree of activity likely to be generated, such as traffic generation.'*

Noise

6.2.18. Paragraph: 001 Reference ID: 30-001-20190722 of the NPPG states:

'Noise needs to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment (including any anticipated changes to that environment from activities that are permitted but not yet commenced). When preparing plans, or taking decisions about new development, there may also be opportunities to make improvements to the acoustic environment. Good acoustic design needs to be considered early in the planning process to ensure that the most appropriate and cost-effective solutions are identified from the outset.'

Natural environment

6.2.19. Paragraph: 004 Reference ID: 8-004-20190721 of the NPPG states:

'Green infrastructure can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as streams, ponds, canals and other water bodies. References to green infrastructure in this guidance also apply to different types of blue infrastructure where appropriate.'

6.2.20. Paragraph: 005 Reference ID: 8-005-20190721 of the NPPG states:

'Green infrastructure is a natural capital asset that provides multiple benefits, at a range of scales. For communities, these benefits can include enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk. These benefits are also known as ecosystem services.'

6.2.21. Paragraph: 006 Reference ID: 8-006-20190721 of the NPPG states:

'Green infrastructure can help in:

Building a strong, competitive economy

Green infrastructure can drive economic growth and regeneration, helping to create high quality environments which are attractive to businesses and investors.

Achieving well-designed places

The built environment can be enhanced by features such as green roofs, street trees, proximity to woodland, public gardens and recreational and open spaces. More broadly, green infrastructure exists within a wider landscape context and can reinforce and enhance local landscape character, contributing to a sense of place and natural beauty.

Promoting healthy and safe communities

Green infrastructure can improve the wellbeing of a neighbourhood with opportunities for recreation, exercise, social interaction, experiencing and caring for nature, community food-

growing and gardening, all of which can bring mental and physical health benefits. Outdoor Recreation Value (ORVal) is a useful online tool that can be used to quantify the recreational values provided by greenspace. Green infrastructure can help to reduce health inequalities in areas of socio-economic deprivation and meet the needs of families and an ageing population. It can also help to reduce air pollution and noise.

Mitigating climate change, flooding and coastal change

Green infrastructure can contribute to carbon storage, cooling and shading, opportunities for species migration to more suitable habitats and the protection of water quality and other natural resources. It can also be an integral part of multifunctional sustainable drainage and natural flood risk management.

Conserving and enhancing the natural environment

High-quality networks of multifunctional green infrastructure contribute a range of benefits, including ecological connectivity, facilitating biodiversity net gain and nature recovery networks and opportunities for communities to undertake conservation work.'

Design: process and tools

6.2.22. Paragraph: 001 Reference ID: 26-001-20191001 of the NPPG states:

'Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage. This guidance explains the processes and tools that can be used through the planning system and how to engage local communities effectively.

To be read alongside this guidance, the National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.

As set out in paragraph 134 of the National Planning Policy Framework, development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

NATIONAL NETWORKS – NATIONAL POLICY STATEMENT (MARCH 2024)

6.2.23. Paragraph 5 of the NPPF states that *'National policy statements form part of the overall framework of national planning policy and may be a material consideration in preparing plans and making decisions on planning applications.*

6.2.24. The National Networks National Policy Statement (NNNPS) sets out the need for, and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of nationally

significant infrastructure projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.

- 6.2.25. It must be recognised that the Scheme is not a Nationally Significant Infrastructure Project (NSIP), so the NNNPS does not apply in direct terms when considering determination. Nonetheless, aspects of the Government's policy on NSIPs may be considered relevant to new major infrastructure such as the Scheme.

6.3 LOCAL PLANNING POLICY

6.3.1. The Application Site is located across two administrative areas – South Cambridgeshire District Council and Cambridge City Council. For the purpose of this application the relevant local plans are as follows:

- South Cambridgeshire Local Plan (September 2018);
- Cambridge Local Plan (October 2018); and
- Cambridgeshire and Peterborough Minerals and Waste Local Plan (adopted July 2021)

6.3.2. A full list and the full text of the relevant planning policies are set out in Appendix B of this statement with each summarised below.

SOUTH CAMBRIDGESHIRE LOCAL PLAN (SEPTEMBER 2018)

6.3.3. The following policies in the South Cambridgeshire Local Plan are considered relevant to the Proposed Scheme:

- Policy S/2: Objectives of the Local Plan - The policy indicates that the vision of the Local Plan will be achieved by maximising the potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.
- Policy S/3 Presumption in Favour of Sustainable Development - The policy details that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. This means that proposals that accord with the Local Plan can be approved wherever possible unless material considerations indicate otherwise.
- Policy S/4 Cambridge Green Belt - The detailed boundaries of the Green Belt in South Cambridgeshire are defined on the Policies Map. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework.
- Policy S/6: The Development Strategy to 2031 - The policy identifies that a new village at Bourn Airfield for 3,500 homes and a major expansion of Cambourne of 1,200 homes are proposed as part of 3 strategic scale allocations to meet the majority of additional development needs to 2031.
- Policy SS/7 New Village at Bourn Airfield - The policy commits to the development of 3,500 dwellings at Bourn Airfield that must include significant improvements in Public Transport, specifically a bus link from Cambourne, through Bourn Airfield and into Cambridge - Part 8 (a) (i-iii) of the policy describes the proposed segregated bus route.
- Policy SS/8 Cambourne West - The policy commits to the development of 1,200 dwellings at Cambourne West by 2031, subject to addressing the travel demands that will be generated by co-ordinating with other development on the A428 corridor, which includes Bourn Airfield. Part 12 (a and b) of the policy indicates that a connection to a segregated bus link between Cambourne and Cambridge is required as part of the transport strategy for Cambourne West. Paragraph 3.61 of the policy's supporting text makes this clear by stating that a fundamental requirement for the site is access by public transport; that high quality bus provision provides quick journeys, greater patronage, and improved safety; and that extensive transport infrastructure provision will be required to mitigate transport impacts at Cambourne West and Bourn Airfield.

- Policy CC/1 Mitigation and Adaptation to Climate Change - The policy details that applicants must submit a Sustainability Statement to demonstrate how the principles of climate change mitigation and adaptation have been embedded into the development proposal.
- Policy CC/6 Construction Methods - The policy details that development must minimise waste, avoid routing construction traffic through villages and minimise impacts on neighbouring occupiers during the construction phase.
- Policy CC/7 Water Quality - The policy indicates that development must not harm water quality and that opportunities should be explored to improve water quality.
- Policy CC/8 Sustainable Drainage Systems - The policy indicates that development must incorporate Sustainable Drainage Systems (SuDS) appropriate to the nature of the site.
- Policy CC/9 Managing Flood Risk - The policy details that development will be permitted where suitable flood protection / mitigation measures are incorporated as appropriate to the level and nature of flood risk.
- Policy HQ/1 Design Principles - The policy indicates that all development must be of high quality design and meet a range of design criteria appropriate to the scale and nature of the development.
- Policy NH/2 Protecting and Enhancing Landscape Character - The policy details that development should respect and retain or enhance the local character and distinctiveness of the local landscape.
- Policy NH/3 Protecting Agricultural Land - The policy details that permission will not be granted for development leading to the irreversible loss of Grades 1, 2 or 3a agricultural land unless land is allocated for development and sustainability considerations and the need for development override the need to protect the agricultural value of the land.
- Policy NH/4 Biodiversity - The policy details that development must aim to maintain, enhance, restore or add value to biodiversity and that opportunities to achieve positive gain should be taken.
- Policy NH/5 Sites of Biodiversity or Geological Importance - The policy indicates that development likely to have an adverse effect on land within or adjoining a Site of Biodiversity or Geological Importance will not normally be permitted unless the benefits clearly outweigh adverse impacts.
- Policy NH/6 Green Infrastructure - The policy indicates that proposals causing loss or harm to the Council's Green Infrastructure will not be permitted unless the need for and benefits substantially outweigh any adverse impacts. The policy also encourages the reinforcement and creation of green infrastructure.
- Policy NH/7 Ancient Woodlands and Veteran Trees - The policy details that permission will be refused for development resulting in the loss or deterioration of ancient woodland or veteran trees unless the need for and benefits of development clearly outweigh the loss.
- Policy NH/8 Mitigating the Impact of Development In and Adjoining the Green Belt - The policy details that development in the Green Belt must be located so they do not have an adverse effect on its rural character and openness and that development on the edges of settlements surrounded by Green Belt must include high quality landscaping and design measures.
- Policy NH/14 Heritage Assets - The policy details that proposals will be supported when they sustain and enhance the character and distinctiveness of the historic environment and heritage assets including their setting.
- Policy SC/9 Lighting Proposals - The policy indicates that external lighting will be permitted where the levels are the minimum required, that light spillage and glare are minimised and that

there is no unacceptable adverse impact on the amenity of neighbouring properties or surrounding countryside.

- Policy SC/10 Noise Pollution - The policy details that noise from transport use does not cause any significant increase in the background noise level at nearby existing noise sensitive premises.
- Policy SC/11 Contaminated Land - The policy requires schemes to assess the extent of contamination and any risks where development is located on contaminated land.
- Policy SC/12 Air Quality - The policy details that proposals must not have an unacceptable impact on air quality standards or air quality in an Air Quality Management Area (AQMA).
- Policy TI/2 Planning for Sustainable Travel - The policy gives a clear direction that planning consent will only be granted for sites likely to increase travel demand provided that the site has, or will be getting, sustainable transport links.
- Policy TI/3: Parking Provision - The policy details that car parking provision should be provided in accordance with a design led approach and taking into consideration site location and other transport criteria.

CAMBRIDGE LOCAL PLAN (OCTOBER 2018)

6.3.4. The following policies in the Cambridge Local Plan are relevant to the Proposed Scheme:

- Policy 1 - The presumption in favour of sustainable development - The policy details that planning applications that accord with the local plan policies will be approved without delay, unless material considerations indicate otherwise.
- Policy 4 - Green Belt - The policy identifies the Cambridge Green Belt on the policies map.
- Policy 5 - Sustainable transport and infrastructure
 - The policy details that proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC).
 - The policy also details that Cambridge City Council will work with partners to support the implementation of transport schemes that will improve linkages across the region to increase the use of sustainable transport modes to get to and from Cambridge.
 - The policy provides support in principle to the delivery of local and strategic transport schemes, subject to the outcome of up-to-date, detailed assessments and consultation.
- Policy 8 - Setting of the City - The policy indicates that development on the urban edge of Cambridge will be supported where they respond to and conserve and enhance the setting and special character of the city, promote access to surrounding countryside, safeguard the best and most versatile agricultural land and include landscape improvement proposals.
- Policy 14 - Areas of Major Change and Opportunity Areas – general principles - The policy indicates that development within the Areas of Major Change will only be permitted when the necessary infrastructure and associated arrangements to support that development have been secured.
- Policy 19 - West Cambridge Area of Major Change - The policy states that ‘Development of this area will be permitted in line with the existing planning permissions.
- Policy 28 - Carbon reduction, community energy networks, sustainable design and construction, and water use - The policy details that development should incorporate sustainable design and construction.
- Policy 31 - Integrated water management and the water cycle - The policy details that there shall be no discharge from the site for rainfall depths up to 5mm if any rainfall event and that surface

water run-off shall be treated in accordance with SuDS guidelines to minimise the risk of pollution.

- Policy 32 - Flood Risk - The policy indicates that proposals should ensure the peak run-off rate is no greater once constructed compared to the existing site run-off rate allowing for climate change.
- Policy 33 - Contaminated land - The policy details that where contamination is suspected or known to exist, an assessment should be undertaken to identify existing/former uses in the area that could have resulted in ground contamination
- Policy 34 Light pollution control
- Policy 35 Protection of human health and quality of life from noise and vibration
- Policy 36 Air quality, odour and dust
- Policy 55 Responding to context
- Policy 56 Creating successful places
- Policy 59 Designing landscape and the public realm
- Policy 61 Conservation and enhancement of Cambridge's Historic environment
- Policy 67 Protection of open space
- Policy 69 Protection of sites of biodiversity and geodiversity
- Policy 70 Protection of Priority Species and Habitats
- Policy 71 Trees
- Policy 80 Supporting sustainable access to development
 - The policy supports development that prioritises access by walking, cycling and public transport.
 - The policy supports improvement in accessibility and provision of further capacity where existing public transport, pedestrian or cycle movement is difficult or dangerous.
 - The policy supports the safeguarding and funding of proposed routes for public transport and states that the proposed routes are identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014).
- Policy 81 Mitigating the transport impact of development
- Policy 82 Parking management
- Policy 85 Infrastructure delivery, planning obligations and the Community Infrastructure Levy

CAMBRIDGESHIRE AND PETERBOROUGH MINERALS AND WASTE LOCAL PLAN (JULY 2021)

6.3.5. The following policies in the Cambridgeshire and Peterborough Minerals and Waste Local Plan are relevant to the Proposed Scheme:

- Policy 5 Mineral Safeguarding Areas
- Policy 16 Consultation Areas

6.3.6. The Cambridgeshire and Peterborough Minerals and Waste Local Plan indicates that there are Mineral Safeguarding Areas (MSA) located within the Scheme Order Limits:

- the eastern end of the Scheme (between Bin Brook and Grange Road) overlies part of a large Sand and Gravel MSA within the wider Cambridge area; and

6.3.7. the area to the north of Coton and west of the M11 which forms part of the offline route parallel to the A1303 intersects a large Chalk MSA which extends across the wider Cambridge area.

6.3.8. As parts of the site lies in a large part of Sand and Gravel MSA within wider Cambridgeshire area and intersects a large Chalk MSA, therefore Policy 5 is relevant. However, Policy 16 is not relevant

as the Scheme is not within any Consultation Areas identified within MWLP, nor is it likely to affect any existing minerals waste sites.

- 6.3.9. Policy 5 states that the Minerals Planning Authority must be consulted on all development proposals except as in this case criteria (a) development that falls within a settlement boundary is relevant. Criteria (l) requires that there is an overriding need for the development (where prior extraction is not feasible). The ‘overriding need’ will be judged in the planning balance where any application is assessed, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy. That judgement should consider the cost of, and scope for, developing outside the MSA, or meeting the need for it in some way. By ‘not feasible’ in (l), this could include viability reasons.
- 6.3.10. The need and benefits of the proposed Scheme are discussed in detail in Chapter 3 of this Statement. It sets out the vision to support and sustain the Greater Cambridgeshire region as a place to live and work with new public transport routes such as CtoC. As the nature of the development makes prior extraction unlikely to be feasible, if it is demonstrated that there is an overriding need for the development as it is demonstrated in Chapter 3 of this Statement, it is considered that the Scheme meets the requirements of Policy 5.

6.4 THE EMERGING LOCAL PLAN - GREATER CAMBRIDGE LOCAL PLAN

- 6.4.1. Cambridge City Council and South Cambridgeshire District Council are working together to create a joint Local Plan for the two areas, which they are referring to as ‘Greater Cambridge’. The Greater Cambridge Local Plan will seek to ensure that there is a consistent approach to planning and building across both areas up to 2041. The plan-making process so far can be summarised as follows:
- 2019: initial Call for Sites and workshops with a wide range of groups
 - January and February 2020:
 - ‘First Conversation’ (a public consultation on the big themes and challenges for the plan).
 - Extension of the Call for Sites to invite further development sites, and sites for potential new green infrastructure, to be put forward.
 - September 2020: Responses published to the ‘First Conservation’ and information received through the Call for Sites.
 - November 2020:
 - Initial evidence base findings and development strategy options assessments published.
 - A series of workshops were held with parish councils, residents’ associations, statutory bodies and other relevant stakeholders to explore the evidence and options assessments, and to hear what strategy and policies they thought should be developed.
 - January 2021: Parish Councils and Residents Associations invited to contribute their local knowledge about the sites put forward for development, which fed into the assessment of their suitability.
 - November to December 2021: Full public consultation on the ‘First Proposals’ for the plan, including a wide range of in-person and online events and activity
 - January 2023 – A Development Strategy Update (Regulation 18 Preferred Options) was published in January 2023. This interim stage updates the Councils’ position in respect of the development strategy for the new Greater Cambridge Local Plan and, having regard to representations received to the First Proposals consultation in November 2021 and updated

evidence including the need for jobs and homes, seeks to confirm the development strategy approach and sites to be included in a full draft Local Plan, in so far as is possible and appropriate given current knowledge on key constraints.

GREATER CAMBRIDGE PLAN FIRST PROPOSALS (NOVEMBER 2021)

- 6.4.2. The following sections and policies in the Greater Cambridgeshire Local Plan (hereinafter referred to as “the Emerging Plan”) are considered relevant to the Proposed Scheme:

Policy S/JH: New Jobs and Homes

- 6.4.3. This Policy will set out the level of needs in Greater Cambridgeshire that development will meet over the plan period for jobs, homes.
- 6.4.4. The Emerging Plan commits to the currently designated housing at Cambourne West and Bourn Airfield – as identified by the current South Cambridgeshire Local Plan 2018, which commits 1,200 at Cambourne West and 3,500 at Bourn Airfield. However, the Emerging Plan allocates an additional 1,950 houses at Cambourne.
- 6.4.5. The Emerging Plan allocates significant additional growth at Cambourne on top of the current planned growth at West Cambourne and Bourn, which places further emphasis on the development of the Scheme to support this growth.

Policy S/WC: West Cambridge

- 6.4.6. The Emerging Plan places a strong emphasis on the further development of the ‘University Innovation District’ at West Cambridge/Eddington. This is Policy 19: West Cambridge Area of Major Change as set out in the Cambridge Local Plan (Site M13). The site is located on the CtoC route.
- 6.4.7. The Scheme is specifically referred to in the Emerging Plan Policy S/WC which states that it should *‘maximise the opportunity provided by the public transport improvements such as the proposed Greater Cambridge Partnership Cambourne to Cambridge Scheme’*.

Policy S/CB: Cambourne

- 6.4.8. The policy states that it provides an opportunity to see how further development at Cambourne (as designated by the Emerging Plan) could make the most of East West Rail (EWR) and the Cambourne to Cambridge public transport scheme.

GREATER CAMBRIDGE LOCAL PLAN INFRASTRUCTURE DELIVERY PLAN INTERIM REPORT FOR GREATER CAMBRIDGE SHARED PLANNING (SEPTEMBER 2021)

- 6.4.9. Appendix A of the interim Infrastructure Delivery Plan (IDP) for the Emerging Plan identifies the Scheme as essential mitigation for predicted future car trips from Cambourne to Cambridge that would result from development allocated in the Emerging Plan. The interim IDP supports the Scheme and the benefits of congestion relief and improved journey times along the Cambourne to Cambridge Road network.

6.5 OTHER RELEVANT POLICY, STRATEGIES AND GUIDANCE

Other local planning policy documents and transport plans/strategies of relevance to the Scheme are set out below. A number of additional national strategies considered of relevance are included in Appendix C of this Statement.

OTHER LOCAL PLANNING POLICY

The Bourn Airfield New Village A Spatial Framework & Infrastructure Delivery Plan Supplementary Planning Document (October 2019)

- 6.5.1. The SPD states that the new village at Bourn Airfield should incorporate a HQPT route as a segregated system. The SPD explains that this HQPT will allow residents to travel to Cambridge more reliably and quickly than driving.
- 6.5.2. The SPD also states that 'The delivery of the Cambourne to Cambridge High Quality Public Transport route will provide two stops to the new village'.
- 6.5.3. Specific design dimensions for the HQPT are provided, and Figure 29 from the SPD details an alignment that aligns with that of the Scheme through this area.
- 6.5.4. In relation to the development of the village the SPD states that 'Phasing should ensure that public transport provision is incorporated from first occupation'.
- 6.5.5. Figure 54 (Infrastructure Delivery Plan) of the SPD describes the infrastructure required in order to support the delivery of and mitigate the impacts of the new village, achieve the vision and development objectives and meet relevant existing and future needs.
- 6.5.6. Item 5 in the table notes that occupation at the village is tied to delivery of the 'Cambourne to Cambridge– Better Public Transport Project' (the Proposed Scheme), with a contribution towards the Scheme to be made by the developer through the final Section 106 related to development.

Greater Cambridge Biodiversity SPD – (February 2022);

- 6.5.7. This SPD provides accessible, accurate and up-to-date guidance on the planning regulations surrounding biodiversity, including relevant national legislation. The document sets out the information that should be submitted with planning applications to demonstrate how development proposals meet the councils' requirements.
- 6.5.8. Within this SPD it is stated that '*Achieving a Net Gain of 10% would be consistent with levels in the Environment Act 2021 by Winter 2023, after a two year interim period*'.
- 6.5.9. The SPD goes on to state that '*The vision seeks a 20% level of Biodiversity Net Gain above pre-development baseline conditions. Whilst this Supplementary Planning Document does not set this as a figure or target, this aspiration may have further support with future amendments to the Environment Act 2021*'.
- 6.5.10. The plan has four specific objectives:
 - '*To explain terminology associated with biodiversity conservation to assist applicants' understanding of the importance of biodiversity within the wider environment of Greater Cambridge.*

- *To be clear on the ways in which development proposals in Greater Cambridge can be formulated in an appropriate manner to avoid harm to biodiversity and to provide a long-term, measurable net gain for biodiversity.*
- *To encourage applicants to protect, restore and enhance locally relevant natural habitats and ecological features on their sites and to create new habitats, as part of a high-quality design.*
- *To assist applicants to gain planning permission in Greater Cambridge more quickly by informing them of the level of information expected to accompany planning applications'*

Cambridgeshire Flood and Water SPD - adopted November 2018

- 6.5.11. The Cambridgeshire Flood and Water SPD was initially adopted in November 2016 and then re-adopted by South Cambridgeshire District Council in November 2018 and by the Cambridge City Council in December 2018 following the adoption of the Cambridge and South Cambridgeshire Local Plans.
- 6.5.12. The SPD aims to *'provide guidance on the approach that should be taken to manage flood risk and the water environment as part of new development proposals.'*

Sustainable Design and Construction SPD (prepared jointly with Cambridge City Council) - adopted January 2020

- 6.5.13. The Sustainable Design and Construction SPD, prepared jointly with Cambridge City Council, was adopted in January 2020.
- 6.5.14. The Sustainable Design and Construction SPD sets out the standards required to meet the visions, objectives and policies of the Cambridge and South Cambridgeshire Local Plans as sustainably as possible. The SPD sets out the guidance to assist applicants in producing their Sustainability Statement alongside other documents required to support planning applications.

District Design Guide SPD – South Cambridgeshire District Council;

- 6.5.15. The District Design Guide: High Quality and Sustainable Development in South Cambridgeshire was adopted in March 2010 and sets out with the purpose of ensuring the delivery of sensitively and appropriately designed, sustainable developments. Its specific objectives are to:
- Assist applicants in the achievement of an attractive, sustainable, well-designed, high quality environment that integrates housing, employment and community uses, together with infrastructure and green areas in conjunction with the surrounding landscape;
 - Assist applicants' understanding of the local context, help identify features of importance, and ensure that proposals are appropriately designed to be compatible with their surroundings; and
 - Assist applicants gain planning permission quickly by informing them what information is required to accompany planning applications to justify their proposals and demonstrate what impact they would have.

Cambridgeshire and Peterborough Independent Economic Review

- 6.5.16. The Cambridgeshire and Peterborough Independent Economic Review (CPIER) was published in September 2018. The CPIER was published as a product of which was developed by the Cambridgeshire and Peterborough Independent Economic Commission. Section 1 of the review provides an overview of the Cambridgeshire and Peterborough Combined Authority area with Section 2 outlining the Review's findings on the future of the area. The review then sets out a number of key recommendations, one of which being:

'A package of transport and other infrastructure projects to alleviate the growing pains of Greater Cambridge should be considered the single most important infrastructure priority

facing the Combined Authority in the short to medium term. These should include the use of better digital technology to enable more efficient use of current transport resources.'

Cambourne to Cambridge Better Public Transport Project - Independent Audit of Key Assumptions and Constraints 2021

- 6.5.17. The 'Cambourne to Cambridge Better Public Transport Project - Independent Audit of Key Assumptions and Constraints 2021' was published on the 25/05/2021. This Independent Audit has been prepared to review the assumptions and the analysis that led to the selection of the preferred route for the scheme and the elimination of alternative options. In summary, the audit concluded the following:

'The conclusion of this audit is that there is no reason why the Executive Board of the GCP should not proceed to the next stage in the development of the Proposed Scheme.

The audit has concluded that the scheme is in alignment with national, regional and local policies on the economy and transport. Stakeholder engagement has been carried out in a robust manner and the business case development followed the HMT Treasury Green Book and the Department for Transport's TAG methodology. The appraisal has been carried out in a robust manner and the economic analysis and financial case remain valid

The environmental impact of the scheme is mixed and the validity of some of the assumptions will need to be investigated further as part of an Environmental Impact Assessment which would form part of the next stages.

A number of alternative route options have been put forward and have been examined in this audit. It is important to stress, however, that the business case must balance local concerns with the wider strategic goals. The GCP has followed the national guidance on appraisals such as this.

Overall, the audit has confirmed that the key constraints and assumptions on which the C2C business case is based remains valid. There have, however, been some significant changes in the wider context, including the impact of Covid-19, the increasing importance of climate change, the government's new bus policy, East-West Rail and the CAM scheme. These factors will have to be taken into account in the next stages of developing the Proposed Scheme.

It has been argued that progress with the Scheme should be delayed, to consider the CAM and East-West Rail projects. This audit has concluded that the case for delay is not strong and has been significantly weakened as a result of the increasing uncertainty about CAM in the light of statements by the incoming Mayor.'

Inspectors Report on the Examination of the South Cambridgeshire Local Plan (August 2018)¹³¹⁴

- 6.5.18. At Paragraph 84 of the Inspector's Report, the Inspector identified that a Cambourne to Cambridge Better Bus Journeys project was being developed at the time of the South Cambridgeshire Local Plan in 2018; this was a precursor to the Proposed Scheme. The Inspector noted that the Better Bus Journeys project is likely to be completed during the plan period.
- 6.5.19. The Inspector's comments in Paragraph 85 indicate that if the necessary infrastructure for Bourn Airfield (i.e., bus infrastructure) can be put in place at an earlier date then phasing would not be required in the Bourn Airfield policy SS/6 (as it was known prior to the full adoption of the South Cambridgeshire Local Plan post main modifications).

TRANSPORT PLANS AND STRATEGIES

The Cambridgeshire and Peterborough Local Transport and Connectivity Plan (2022)

- 6.5.20. In May 2017, a Mayor was directly elected and the Cambridgeshire and Peterborough Combined Authority (CPCA) was formed as part of the devolution deal agreed with Central Government. The CPCA now has the strategic transport powers and is the Local Transport Authority for the Cambridgeshire and Peterborough area. The Mayor sets the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan.
- 6.5.21. As part of the Mayor's powers, the CPCA produced the draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP) in May 2022 with the LTCP approved on 29 November 2023 by the Combined Authority's Board.
- 6.5.22. The goals of the plan are to provide an accessible transport system that delivers economic growth and opportunities and protects and enhances the environment to tackle climate change together. The plans specifically states in relation to the A428:

'Significant growth is planned along the A428/A1303 corridor towards Cambourne, St Neots and onwards to Bedford. Around 8,000 new homes are planned for major new developments at Cambourne West, Bourn Airfield and Eddington in North West Cambridge, connecting to a significant employment cluster to the east of the corridor at West Cambridge. Public transport along this corridor will be transformed by the GCP's Cambourne to Cambridge scheme offering segregated public transport and active travel provision. The scheme includes a new Travel Hub site at Scotland Farm as well as parallel facilities for pedestrians and cyclists. A new railway station at Cambourne as part of the East West Rail scheme and will also offer rail connections to Cambridge and St Neots'.

¹³ <https://www.scambs.gov.uk/media/17450/scdc-local-plan-final-report-2018.pdf>

- 6.5.23. The plan states that ‘*Congestion levels show ongoing problems within the Cambridge sub-region, particularly along the A428*’ with the schemes considered as part of the plan to be the required to sustainably deliver the planned growth proposed within the current Local Plans for Cambridge and South Cambridgeshire including the Cambourne to Cambridge scheme (the Scheme).

Cambridgeshire Local Transport Plan 2011-2031 Long Term Transport Strategy (July 2015)

- 6.5.24. Section B of the long term transport strategy identifies a range of specific bus improvements through West Cambridge. This includes a mix of bus priority and offline bus priority measures along the west Cambridge Corridor between Queens Road Cambridge and Cambourne serving Bourn Airfield and also a Park and Ride or rural interchange on the A428.
- 6.5.25. The Mayor published an Interim Transport Strategy Statement in May 2018 that clarified its transport priorities. The Strategy provides direction for existing projects, and ensures they align with the strategic framework within the new Local Transport Plan. This interim strategy set out the guiding principles of the new Local Transport Plan, that include:
- Economic growth and opportunity by connecting dynamic workforce with a growing number of jobs;
 - Equity to ensure that all areas of the Combined Authority can prosper; and
 - Environmental responsiveness by encouraging active and sustainable travel choices.
- 6.5.26. The interim strategy states that the CPCA is:

‘...committed to delivering a world-class public transport system that integrates metro, rail, bus and mobility services with walking and cycling facilities that supports more active travel choices. The aim must be to create a sustainable transport system that is so good and appealing that public transport, walking and cycle become the preferential travel choice over the car.’

- 6.5.27. This will include a focus on key strategic transport projects such as the Oxford to Cambridge Expressway (A428). The interim strategy makes it clear that any current transport schemes and associate strategies must align with new policy commitments, and specifically the commitment to create a metro solution.

Transport Strategy for Cambridge and South Cambridgeshire (March 2014)

- 6.5.28. In a section of the strategy headed ‘St Neots and Cambourne to Cambridge corridor’, the document supports the development of a high-quality passenger transport corridor between Cambridge and St Neots with a focus on bus. It identifies a segregated bus link on the A1303 or an offline alignment between the A428 and the M11 as a short to medium term goal. Medium/long term goals comprise: a Park and Ride on the A428 between Cambourne and the A1303, and an A1303 busway/HQPT infrastructure to support Bourn Airfield and Cambourne.

Policy TSCSC 21: Planning obligations for Bourn Airfield and West Cambourne

- 6.5.29. This policy in the strategy links development of housing with the need for improvements to transport infrastructure to mitigate impacts and specifically states that a busway between west Cambourne and the junction of the A1303/A428 is expected on page 5-25.

OTHER STRATEGIES AND REPORTS

- 6.5.30. The following national strategies considered of relevance to the Scheme are summarised in Appendix C of this Statement:

- The Case for Cambridge (March 2024);
- Addressing water scarcity in Greater Cambridge: update on government measures (March 2024);
- Gear Change: a bold vision for cycling and walking (July 2020)
- Ten Point Plan for a Green Industrial Revolution (November 2020)
- National Infrastructure Strategy (November 2020)
- Build Back Better: our plan for growth (March 2021)
- Bus Back Better: national bus strategy for England (March 2021)
- Decarbonising Transport A Better, Greener Britain (July 2021)

7

PLANNING APPRAISAL



7 PLANNING APPRAISAL

7.1 INTRODUCTION

7.1.1. This section provides a planning appraisal of the key issues relating to the Scheme in the context of the planning policy framework outlined in Section 6 above and other material considerations.

7.1.2. Given the nature of development the main planning considerations are considered to include:

- Principle of Development;
- Traffic and Transport Impacts;
- High Quality Design;
- Impacts on the Green Belt;
- Impacts on Open Space;
- Impacts on Sports Facilities; and
- Environmental considerations;
 - Heritage;
 - Landscape and Visual;
 - Ecology;
 - Irreplaceable Habitat;
 - Noise & Vibration;
 - Air Quality;
 - Greenhouse Gases;
 - Water;
 - Climate Resilience
 - Materials and Waste;
 - Soils, Geology and Land Contamination; and
 - Best and Most Versatile agricultural land;

7.1.3. The Scheme is appraised in turn under the above headings.

7.2 PRINCIPLE OF DEVELOPMENT

7.2.1. This section seeks to establish whether the Scheme is acceptable in principle having regard to the planning policy framework and other material considerations.

7.2.2. The Scheme broadly comprises three elements:

- the creation of a public transport route in the form of a guided busway connecting Cambourne and to the edge of Cambridge City with ancillary works comprising Public Transport Stops, lighting, and signalised junctions;
- the development of the Scotland Farm Travel Hub, which would include parking for approx. 2,000 cars, a bus pick up/drop off point, coach parking, waiting room and welfare facilities, secure cycle parking and recharging points for electric powered vehicles; and
- the emergency and maintenance access track that would also be accessible for pedestrian and cycling uses as well as equestrian use along parts of the track.

7.2.3. These elements shall be considered in turn as part of this section.

CREATION OF A PUBLIC TRANSPORT ROUTE- NATIONAL PLANNING POLICY

7.2.4. Paragraph 8 of the NPPF 2023 states that ‘Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives’: The three overarching objectives are as follows:

- an economic objective;
- a social objective; and
- an environmental objective.

7.2.5. Paragraph 9 of the NPPF 2023 states:

‘These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.’

7.2.6. The three overarching objectives of the planning system as it pertains to achieving sustainable development are therefore not criteria to be used to judge the merits of the Scheme. They are however considered to provide a helpful framework to capture the three dimensions of sustainable development and so are adopted below as a useful structure when looking across the wide range of planning issues that the Scheme gives rise to

Economic Benefits

- 7.2.7. The creation of a public transport route at this location will improve labour market access and mobility by providing public transport connectivity between the existing and existing communities (section 4.2 of this Statement) and major development sites (section 5.8 of this Statement) either directly or through interchange to other public transport services and active modes. Workers will benefit from access to wider, and potentially more skilled, job opportunities and employers will have access to a wider labour market.
- 7.2.8. It will in turn support business investment and long-term economic growth, offering businesses improved journey times and more reliable journeys by public transport for markets, suppliers and labour. The improvements will enhance investment opportunities along the A428/A13030 transport corridor, and particularly within the west Cambridge area.
- 7.2.9. The improved journey times and capacity provided will provide an improvement in accessibility by public transport which will act as a catalyst in enabling increased employment density in Cambridge city centre and at other key employment sites in Cambridge such as the Cambridge Science Park. Dynamic clustering or densification of land use at key locations will drive productivity benefits through agglomeration economies.
- 7.2.10. It will support inclusive economic growth offering opportunities to reduce social inequalities through improving access by workers to wider job opportunities, particularly those without access to a car. It will also connect affordable housing with job opportunities in Cambridge City and across Cambridge enhancing opportunities for employees to access higher skilled employment.

- 7.2.11. During its operational phase it will improve the quality of life of local communities by reducing road traffic congestion and its negative impacts of carbon emissions, poor air quality and noise pollution. Reduced traffic levels will also reduce road traffic accidents. Improving the environment will also support the local and regional economy through retaining and attracting new investors and businesses to Cambridge.
- 7.2.12. The wider economic benefits of the Scheme are set out in paragraphs 3.3.5 to 3.3.15 of this Statement. The economic benefits of the development of a public transport route are therefore considered to be strongly supported in planning terms in the NPPF 2023 as a sustainable form of development and represent a strong material planning consideration in favour of the Scheme.

Social Benefits

- 7.2.13. In terms of social benefits, the development of a public transport route will support the promotion of healthy communities by providing a significantly improved public transport system together with additional benefits in terms of cycle and pedestrian enhancement between Cambourne to Cambridge. This will result in a likely modal shift change and more people cycling and walking to work.
- 7.2.14. In addition, by alleviating congestion, it will also support the required housing and employment growth along the A428/A1303 transport corridor. This will support Cambridge City and South Cambridgeshire District Council, in meeting housing and employment needs in the region as identified in evidence based documents in their emerging Local Plans.
- 7.2.15. The wider economic benefits of the Scheme are set out in paragraphs 3.3.16 to 3.3.21 of this Statement. The social benefits of the development of a public transport route are therefore considered to be strongly supported in planning terms in the NPPF 2023 as a sustainable form of development and represent a strong material planning consideration in favour of the Scheme.

Environmental Benefits

- 7.2.16. The support for sustainable transport schemes as set out in the Section 9 of NPPF 2023, needs to be weighed against other policy factors within the NPPF 2023 including the environmental impact of the Proposed Scheme.
- 7.2.17. The full environmental impact of the Scheme has been assessed and reported in the ES that accompanies the draft Order application (Document ref: CtoC-10-ES0-00). The environmental impacts including both the reported adverse and beneficial effects are considered further under the planning appraisal in section 7 of this Statement along with proposed mitigation to reduce as far as reasonably practicable adverse effects and how this would be secured to accord with the planning policy framework.
- 7.2.18. Paragraph 109 of the NPPF 2023 states that:
- ‘Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.’*
- 7.2.19. The development of a public transport route connecting Cambourne and Cambridge comprises sustainable transport infrastructure that has been identified in the statutory development plan as essential for both existing and planned significant developments along the route. At a high level the

Scheme is likely to provide a clear benefit in terms of reducing greenhouse gases such as CO₂ and other emissions associated with private vehicular trips and the current congestion experienced along the A428/A1303 transport corridor. It will improve the quality of life of local communities by reducing road traffic congestion and other negative impacts such as noise pollution and will provide ecological and landscape enhancements along its proposed route.

- 7.2.20. The environmental benefits of the development of a public transport route are therefore considered to be strongly supported in planning terms in the NPPF 2023 as a sustainable form of development and represent a strong material planning consideration in favour of the Scheme.

CREATION OF A PUBLIC TRANSPORT ROUTE - LOCAL PLANNING POLICY

- 7.2.21. In terms of the relevant local plans, the following policies support the development of a public transport route between Cambourne and Cambridge City.
- 7.2.22. In terms of the South Cambridgeshire local area, Policy SS/7 'New Village at Bourn Airfield' of the South Cambridgeshire Local Plan 2018 commits to the development of 3,500 dwellings at Bourn Airfield that must be founded on a comprehensive movement network that includes significant improvements in public transport. Part 8 (a) of the policy 'Creation of a comprehensive movement network' sets out that the public transport improvements should include the following:
- i. Provision of a segregated bus link from Cambourne to Bourn Airfield new village across the Broadway, and on through the development to the junction of the St Neots Road with Highfields Road.*
 - ii. Any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.*
 - iii. Provision of high-quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge;*
- 7.2.23. The development of a public transport route at this location is considered to meet the description of the transport infrastructure described in part 8 (a) (i) of policy SS/7 of the South Cambridgeshire Local Plan 2018 as it provides a segregated bus link from Cambourne to the junction of St Neots Road and Highfields Road.
- 7.2.24. In addition, it is considered that it provides a guided busway parallel to the A1303 to the junction with Grange Road and onwards journeys via the local bus network will provide access to the Queens Road and the city centre in line with part 8 (a) (iii) of policy SS/7 of the South Cambridgeshire Local Plan 2018.
- 7.2.25. Policy SS/8 'Cambourne West' of the South Cambridgeshire Local Plan 2018 commits to the development of 1,200 dwellings at Cambourne West, subject to addressing the additional travel demands that will be generated by the allocation. Part 12 of the policy sets out that the Cambourne West development will need to secure the infrastructure described in subsections a and b to be acceptable:
- a. Any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.*

b. High quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge;'

- 7.2.26. The development of a public transport route at this location is considered to meet the description of the transport infrastructure described in Part 12 (a) of Policy SS/8 of the South Cambridgeshire Local Plan 2018 as it will allow for bus journeys between the Cambourne West development and Cambridge City with benefits in terms of reduced congestion noting the majority of the route is a segregated guided busway.
- 7.2.27. Part 8 a.(iii) of Policy SS/7 and Part 12 of Policy SS/8 of the South Cambridgeshire Local Plan 2018 promote 'bus priority measures' at defined locations. As part of the development of the Scheme, options including proposals for on-road options including bus priority measures have been considered though the development of the Business Case. Chapter 4 of the ES (Evolution of the Scheme) (CtoC-10-ES0-00) sets out the alternatives considered as part of this process.
- 7.2.28. The OBC 2020 (Document ref: CtoC-20-00) assessed both on-road options that included bus priority measures and off-road options with a number of different scenarios assessed within each including two options for the location of a Park and Ride site. The OBC assessments can be summarised as follows:
- A multi-criteria assessment using a Red, Amber Green (RAG) rating system under the following headings:
 - Policy Fit;
 - Contribution to economic growth;
 - Contribution to improved transport network;
 - Contribution to quality of life;
 - Scheme deliverability; and
 - Stakeholder support
 - The use of traffic modelling data to produce a Benefit /Cost Ratio for the options, providing an initial value for money assessment.
- 7.2.29. Wider Economic Impacts were also assessed as part of the OBC 2020 (Document ref: CtoC-20-00) with consultation undertaken in relation to the options. The full results of the assessment are contained within the OBC and summarised in the Non-Technical Summary that accompanies it¹⁵.
- 7.2.30. In terms of the multi-criteria assessment, the on-road options including bus priority measures did not perform as well as the off-road segregated options.
- 7.2.31. In terms of the wider economic benefits and Cost benefit Ratio the off road option (Option 1b–Off-road segregated with Scotland Farm Park and Ride) assessed in the OBC 2020 was the best performing option and was therefore recommended to be taken forward as the preferred option.

¹⁵ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-OBC-Jan-2021/C2C-Jan-2020-App-2-Non-technical-summary-report.pdf>

7.2.32. Consultation was undertaken as part of the OBC stage. The result of the consultation questionnaire showed that 48% of the respondents preferred Option 1, 39% preferred Option 2 and 20% preferred Option 3.

7.2.33. In terms of the robustness of the OBC 2020, an independent party was appointed by the GCP to oversee an audit of the Scheme in 2021 in response to a dispute over its proposed alignment. The ‘Cambourne to Cambridge Better Public Transport Project – Independent Audit of key Assumptions and Constraints’¹⁶ was undertaken and audited the business case developed to that point. A number of alternative routes were examined in the audit, which challenged the key assumptions and constraints in leading to the selection of the preferred route for the scheme and to the rejection of alternatives. The audit concluded that:

‘the key constraints and assumptions on which the C2C business case is based remains valid. There have, however, been some significant changes in the wider context, including the impact of Covid-19, the increasing importance of climate change, the government’s new bus policy, East-West Rail and the CAM scheme. These factors will have to be taken into account in the next stages of developing the Proposed Scheme’.

7.2.34. The audit went on to state that:

‘It has been argued that progress with the Scheme should be delayed, to consider the CAM and East-West Rail projects. This audit has concluded that the case for delay is not strong and has been significantly weakened as a result of the increasing uncertainty about CAM in the light of statements by the incoming Mayor’

7.2.35. Since the audit was undertaken it is noted that the Cambridge Autonomous Metro (CAM) scheme is noted to be no longer being taken forward, with the current Cambridgeshire and Peterborough Mayor having cancelled the scheme. It is considered in light of the CAM scheme no longer being pursued, that the Schemes objectives match those of the Mayor’s taking advantage of the government’s Bus Back Better national bus strategy initiative which includes support for innovative bus projects like the Scheme.

7.2.36. In relation to the East West Rail scheme, the government’s 2022 Autumn Statement ‘recommits to the government’s transformative growth plans for our railways. These include East West Rail...These will provide fast, more reliable services and connect people to new job opportunities’. The Case for Cambridge (March 2024) also states that ‘To support this long-term ambition and the immediate transport requirements of Greater Cambridge, the government will:

Deliver East West Rail, radically improving connectivity to other innovation and economic centres in Bedford, Milton Keynes and Oxford, and making sure we bring the full benefits of this new line to the city of Cambridge

7.2.37. The East West Rail scheme (Bedford to Cambridge stage) may complement the Scheme as preliminary options propose a new station at Cambourne, which could be used to create a

¹⁶ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/Independent-Audit/C2C-Independent-Audit-FInal.pdf>

multimodal Interchange location. This could lead to an increase in public transport use in general which is part of the aspirations of the Proposed Scheme. However, the Bedford to Cambridge stage of the East West Rail scheme is currently not a committed development that is at the initial stages of consenting (a Development Consent Order is the currently proposed consenting route) and so a programme for operational opening is not currently known. This scheme would not deal with the immediate issues of traffic congestion along the A428/A1303 transport corridor and within Cambridge city centre in the short to medium term nor would it directly serve the major housing developments such as Cambourne West, Bourn Airfield and West Cambridge that the Scheme will serve. The Scheme is planned for completion by 2027 and will address the existing and worsening issues of congestion and serve the noted major housing developments along the route. The Scheme will continue to engage with the East West Rail scheme to inform option development including any potential station at Cambourne.

- 7.2.38. Policy 80 of the Cambridge Local Plan 2018 (Supporting sustainable access to development) supports development that prioritises access by walking, cycling and public transport and supports the safeguarding and funding of proposed routes for public transport identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014). Item a of Policy 80 of the Cambridge Local Plan 2018 states that 'This will be achieved by:

ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development.

- 7.2.39. It is considered that the Scheme will ensure that major developments such as the West Cambridge Area of Major Change (allocation M13 in the Cambridge Local Plan 2018 and planning ref: 16/1134/OUT - West Cambridge development as set out in section 5.8 of this Statement) will be supported by a high quality public transport link with links to walking and cycling routes provided as part of the proposed emergency and maintenance access track.
- 7.2.40. The Transport Strategy for Cambridge and South Cambridgeshire dated March 2014 identifies a need for improvements to transport infrastructure to mitigate impacts from West Cambourne and Bourn Airfield and states that a busway between west Cambourne and the junction of the A1303/A428 is expected to address this. Accordingly, the principle of the public transport route connecting Cambourne and Cambridge is indirectly supported by Policy 80 of the Cambridge Local Plan 2018 via its reference to safeguarding and funding proposed routes for public transport identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014).

CREATION OF A PUBLIC TRANSPORT ROUTE - OTHER MATERIAL CONSIDERATIONS

- 7.2.41. In terms of other material considerations, the following considerations support the principle of the development of a mostly segregated public transport route connecting Cambourne and Cambridge.
- 7.2.42. The Case for Cambridge 2024 (DLUHC) describes the steps to tackle the identified housing affordability, transport and mobility and laboratory space issues. The document also discusses improvements to transport in Greater Cambridge to provide better connectivity and a wider range of safe, speedy and pleasant transport options. As part of the levelling up of Cambridge, the government envisages a transport system made up of several elements which may range from

improved walking and cycling routes to mass transit system options, to deliver a step-change in capacity and connectivity.

- 7.2.43. The Scheme aims to deliver a sustainable transport network which enhances connectivity between Cambourne and Cambridge. The scheme plans to provide a new bus route, with a path for walkers, cyclists and horse riders alongside, as well as a new travel hub at Scotland Farm. This would help in addressing some of the issues and supporting the solution of some of the challenges facing Cambridge.
- 7.2.44. The shorter and more reliable journeys between Cambourne and Cambridge would create a viable option to live in more affordable housing in Cambourne and commute to Cambridge for work, supporting a better standard of living. It would also allow businesses to reach a wider range of workers and possibly more workspaces.
- 7.2.45. Recognising the interlinkages of the Scheme and the major development sites noted in section 5.8 of this Statement (planning permission was delayed for these noting issues with water scarcity and an objection from the Environment Agency), it is noted that the government has made a one-off commitment to work with local partners to address the issue of water scarcity in the Cambridge Region as set out in the '*Addressing water scarcity in Greater Cambridge: update on government measures*' (March 2024)¹⁷. This is underpinned by a major investment in measures to offset new demand for water in the area through retrofitting water efficient devices in existing buildings. The confidence to proceed with determining these applications was provided by the '*Addressing water scarcity in Greater Cambridge: update on government measures*' (March 2024, with this resulting in the West Cambridge development (planning ref: 16/1134/OUT) being granted planning permission on 21 June 2024 and for Bourn Airfield and Bourn Quarter (planning ref: S/3440/18/OL) on 30 July 2024.).
- 7.2.46. It is considered that the development of a public transport route at this location aligns with the support for improvements to transport envisaged in the Case for Cambridge which requires a step change in capacity and connectivity. Moreover, the solutions to the issue of water scarcity remove the impediments to growth which then require an improvement to public transport to unlock the identified housing and laboratory space shortages outlined in the Case for Cambridge.
- 7.2.47. In terms of local supplementary planning policy, the Bourn Airfield New Village, A Spatial Framework & Infrastructure Delivery Plan SPD guiding principle 1C establishes that Bourn Airfield development should incorporate the Cambourne to Cambridge HQPT route so that residents can travel to Cambridge city without using their car. The SPD's justification for the segregated busway is to ensure public safety and reliable and quick journey times when compared to driving. Spatial Fix C of the SPD identifies two stops for the Cambourne to Cambridge HQPT on Figure 29 of the SPD. The public transport route connecting Cambourne and Cambridge would accord with guiding principle 1C of the SPD whilst the proposed bus stops would closely match those shown on Figure 29 of the SPD.

¹⁷ <https://www.gov.uk/government/publications/addressing-water-scarcity-in-greater-cambridge-update-on-government-measures/addressing-water-scarcity-in-greater-cambridge-update-on-government-measures>

- 7.2.48. Additionally, the Scheme is committing to developing new habitat that will result in an overall gain in biodiversity of at least 20%. This is in line with the local authorities' aspirations for 20% net gain in biodiversity above pre-development baseline conditions as set out in the Greater Cambridge Shared Planning Biodiversity SPD (February 2022).
- 7.2.49. In addition to local and national supplementary planning policy, various regional and local transport strategies have been adopted since 2014 identified a scheme for a busway that now constitutes the Scheme. As set out earlier in this statement, the Transport Strategy for Cambridge and South Cambridgeshire (2014) identifies a need for improvements to transport infrastructure to mitigate impacts from West Cambourne and Bourn Airfield and states that a busway between west Cambourne and the junction of the A1303/A428 is expected to address this. The most recently adopted transport plan (Cambridgeshire & Peterborough Local Transport Plan, 2020) justifies the Scheme as serving future housing sites at Cambourne West and Bourn Airfield and reducing traffic impacts on roads. The draft Cambridgeshire & Peterborough Local Transport and Connectivity Plan dated May 2022 describes the Scheme as essential for the sustainable delivery of planned development in adopted local plans for Cambridge and South Cambridgeshire.

SUMMARY CONCLUSION IN RELATION TO THE CREATION OF A PUBLIC TRANSPORT ROUTE

- 7.2.50. In view of the support accorded to the Scheme in the national, regional and local policy and guidance described above, it is considered that the policy framework supports the development of a mostly segregated guided busway connecting Cambourne and Cambridge.
- 7.2.51. It is considered that the preferred option (on-road most segregated) as proposed in the OBC 2020 has been robustly assessed against potential alternatives (Chapter 4 of the ES (Evolution of the Scheme) (Document ref: CtoC-10-ES0-00)) and meets the three overarching objectives of sustainable development as set out in Paragraph 8 of the NPPF 2023.
- 7.2.52. In terms of other national policy, as set out in Section 5 of this Planning Statement, the Scheme is considered to align with key national policy documents including the National Infrastructure Strategy; Build Back Better: Our Plan for Growth; Bus Back Better, the national bus strategy for England and Decarbonising Transport: A Better, Greener Britain. Alignment with these policy documents supports the principle of the Proposed Scheme, including its general route and strongly supported by the planning policy framework and other material considerations including alignment with the need for a step change in connectivity outlined in the Case for Cambridge.

TRAVEL HUB AT SCOTLAND FARM - NATIONAL PLANNING POLICY

- 7.2.53. Section 9 of the NPPF 2023 sets out detailed guidance in relation to the promotion of sustainable transport in terms of the consideration of development proposals.
- 7.2.54. Paragraph 109 of the NPPF 2023 states that the planning system should actively manage patterns of growth to promoting the objectives of sustainable modes of transport. It goes on to state that by doing this it can help to reduce congestion and emissions, which would improve air quality and public health.
- 7.2.55. It is considered that the Travel Hub accords with this policy as it will reduce general traffic levels and congestion along the A428/A1303 transport corridor by encouraging trips headed for the city centre to transfer to another mode of transport, maximising the potential for journeys to be undertaken by

sustainable modes of transport including the guided busway and the improved pedestrian and cycling facilities provided by the emergency and maintenance access track.

7.2.56. Within this context, Paragraph 116 of the NPPF 2023 states that applications for development should:

- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

7.2.57. In relation to item (a) of Paragraph 116 of the NPPF 2023, relating to pedestrian and cycle movements, the emergency and maintenance access track proposed as part of the Scheme will allow for such movements along the entire route with car parking and cycle storage proposed as part of the Travel Hub, allowing onward movements by pedestrians (either walking or via bus) or via a cycle route linking the towns, villages and major development sites along the route.

7.2.58. In relation to item (b) of Paragraph 116 of the NPPF 2023, the design of the Travel Hub provides a permanent location for car parking and bus provision, but also will provide toilet facilities, cycle storage and waiting areas. The final design and layouts of the Travel Hub are subject to further development and will be submitted to the South Cambridgeshire District Council for approval as part of the planning conditions attached to the Request for Deemed Planning Permission (Document ref: CtoC-14-00). However inclusive design principles will ensure that these facilities are suitable for disabled users. An Equality Impact Assessment (EqIA) accompanies the Order application as part of the ES (Document ref: CtoC-10-ES0-00) to demonstrate compliance with the Equality Act (2010). The EqIA concludes that low level negative impacts may be experienced during construction for young people and their carer's and for disabled people due to construction activities and disruption. However, during operation the Scheme is likely to result in medium level positive impacts for disabled users due to improved connectivity.

7.2.59. In relation to item (c) of Paragraph 116 of the NPPF 2023, the current proposed layout of the Travel Hub includes a shared use path access provided at the main entrance on Scotland Road and an access to the blue bridge footbridge over the A428 minimising the scope for conflicts between pedestrians, cyclists and vehicles and allowing onward access to pedestrian and cyclists uses.

7.2.60. In relation to item (e) of Paragraph 116 of the NPPF 2023, it is proposed to provide facilities to enable Electric Vehicles charging within the Travel Hub with the final number and layout submitted to relevant local planning authority. A planning condition to this affect is included as part of the Request for Deemed Planning Permission (Document ref: CtoC-14-00) that accompanies the draft Order.

TRAVEL HUB AT SCOTLAND FARM - LOCAL PLANNING POLICY

- 7.2.61. In terms of local planning policy, the Travel Hub) is supported by the following policies. Policy SS/7 'New Village at Bourn Airfield' of the South Cambridgeshire Local Plan, Part 9 i-iii indicates supports the development of a proposed busway for buses connecting Cambourne and Cambridge including 'any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.'
- 7.2.62. The objectives of the Scheme include delivering a sustainable transport network that connects areas between Cambourne and Cambridge along the A428 / A1303 and enhancing quality of life by reducing congestion and improving air quality within the surrounding areas along the A428 / A1303 and within Cambridge City centre.
- 7.2.63. The optioneering process as part of the OBC 2020 considered a Park and Ride essential to the business case as well as being essential for improving public transport infrastructure along the A428 corridor, reducing congestion in the Cambridgeshire area and facilitating the high levels of population and employment growth occurring within Cambridge and Cambridgeshire. Scotland Farm was confirmed as the Park and Ride site as part of the preferred route alignment stage of the OBC assessment.
- 7.2.64. In order for a Park and Ride to be successful, certain design features must be incorporated to maximise the opportunity to facilitate a modal shift to sustainable transport in the area. These design features include sufficient parking for cars (2,000 spaces) the bus pick up and drop off point, coach parking, waiting room and welfare facilities, secure cycle parking and recharging points for electric powered vehicles.
- 7.2.65. Taking into account the objectives of the Scheme and the business case considerations, the Travel Hub forms part of and is ancillary to the guided busway and will assist in decongesting the wider transport network and so the Travel Hub forms part of and is ancillary to the bus route, as included in Part 8 (f) policy SS/7 of the South Cambridgeshire Local Plan 2018.
- 7.2.66. In a similar manner, Part 12 of Policy SS/8 (Cambourne West) of the South Cambridgeshire Local Plan 2018, echoes Part 9 of Policy SS/7 calling for '*Any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic*' as part of an overall requirement for a bus link between Cambourne and Cambridge.
- 7.2.67. Accordingly, for the reasons set out above, the provision of the Travel Hub is part of and is ancillary to the guided busway and so forms part of and is ancillary to the bus route in the Policies SS7 and SS8 of the South Cambridgeshire Local Plan 2018.

TRAVEL HUB AT SCOTLAND FARM - OTHER MATERIAL CONSIDERATIONS

- 7.2.68. In terms of other material considerations, the following considerations support the principle of the development of the Travel Hub.
- 7.2.69. Regional and local transport strategies set out previously would also apply to the Travel Hub at Scotland Farm. A park and ride on the A428 has been identified since 2015 in the Cambridgeshire Local Transport Plan 2011-2031 Long Term Transport Strategy to support a mix of bus priority and offline bus priority measures along the west Cambridge Corridor between Queens Road Cambridge and Cambourne serving Bourn Airfield. The Travel Hub at Scotland Farm has also been part of the

preferred route alignment for the Scheme since January 2020 at OBC stage. As such, the Travel Hub is supported as part of the Scheme in the various regional and local transport strategies published since then including the Cambridgeshire & Peterborough Local Transport Plan (2020), Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021) and draft Cambridgeshire & Peterborough Local Transport and Connectivity Plan (2022).

- 7.2.70. In terms of the principle of the secure cycle parking and recharging points for electric powered vehicles, the Scheme is aligned with the recommendations of the '*Fairness, Nature and Communities: Addressing Climate Change in Cambridgeshire and Peterborough*' report (2021). The report recommends the rollout of electric vehicle charging infrastructure, measures to reduce car miles driven, including infrastructure for walking and cycling.

SUMMARY CONCLUSION IN RELATION TO THE DEVELOPMENT OF A TRAVEL HUB AT SCOTLAND FARM

- 7.2.71. Overall, it can be concluded that the principle of the Travel Hub at Scotland Farm is supported by the regional and local transport strategies set out above.
- 7.2.72. In terms of other national policy, the Travel Hub at Scotland Farm is considered to be in alignment with key national policy documents set out earlier in this Planning Statement including the National Infrastructure Strategy; Build Back Better: Our Plan for Growth; Bus Back Better, the national bus strategy for England and Decarbonising Transport: A Better, Greener Britain.
- 7.2.73. Having regard to the planning policy framework and other material considerations outlined above, the conclusion is that the principle of the Travel Hub at Scotland Farm is supported by both national and local planning policy.

EMERGENCY AND MAINTENANCE ACCESS TRACK - NATIONAL PLANNING POLICY

- 7.2.74. Paragraph 96 of the NPPF 2023 states that '*Planning policies and decisions should aim to achieve healthy, inclusive and safe places... for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas*'.
- 7.2.75. *Paragraph 116 of the NPPF 2023 states that development should 'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'*
- 7.2.76. The emergency and maintenance access track that runs for the majority of the route will be accessible for cycling and walking with additional equestrian use along part of the route. It will link the existing villages and towns along the route (Cambourne, Hardwick, Coton) to Cambridge City and will provide an enhanced cycle and pedestrian network facilitating access to a high quality public transport route (the Proposed Scheme) at the proposed Public Transport Stops and at the Travel Hub. This element of the Scheme is therefore considered to accord with both Paragraphs 96 and 116 of the NPPF 2023.

EMERGENCY AND MAINTENANCE ACCESS TRACK - LOCAL PLANNING POLICY

- 7.2.77. In terms of local planning policy in the South Cambridgeshire area, the emergency and maintenance access track, accessible for cycling and pedestrian uses is supported by the following policies.

- 7.2.78. Part 9 (b) ii of Policy SS/7 ‘New Village at Bourn Airfield’ of the South Cambridgeshire Local Plan 2018 details that public transport improvements required to support the development allocated at Bourn Airfield should include the following:

‘ii. Provision of a direct, segregated high quality pedestrian and cycle links to west Cambridge, Cambourne, Caldecote / Highfields, Hardwick and Bourn;’

- 7.2.79. The emergency and maintenance access track will be accessible for cycling and walking for the full length of the proposed route and is therefore considered to accords with this policy.

- 7.2.80. Part 12 (c) of Policy SS/8 ‘Cambourne West’ of the South Cambridgeshire Local Plan 2018 details that the Cambourne West development will need to secure the following infrastructure to be acceptable:

‘c. Direct, segregated high quality pedestrian and cycle links to west Cambridge, Papworth Everard, Caxton and Bourn;’

- 7.2.81. Again, the track would run for the full length of the proposed route and would be available for use by cyclists and pedestrians is considered to accord with Part 12 (c) of Policy SS/8 of the South Cambridgeshire Local Plan 2018, specifically for the pedestrian and cycle links to west Cambridge and Bourn.

- 7.2.82. In terms of the Cambridge Local Plan 2018, Policy 80 ‘Supporting sustainable access to development’ supports development that prioritises access by walking, cycling and public transport and supports the safeguarding and funding of proposed routes for public transport identified in Cambridgeshire County Council’s Transport Strategy for Cambridge and South Cambridgeshire (2014).

- 7.2.83. The Transport Strategy for Cambridge and South Cambridgeshire (2014) identifies a need for improvements to transport infrastructure to mitigate impacts from West Cambourne and Bourn Airfield and details that a busway alongside ‘direct, segregated high quality pedestrian/cycle links to west Cambridge, Papworth Everard, Highfields, Hardwick, Caxton, Bourn, Caldecote, Comberton, Bar Hill and Dry Drayton’ are expected to address this under policy TSCSC 21. Accordingly, the principle of the proposed service track that would be accessible for cycling and walking between Cambourne and Cambridge is indirectly supported by policy 80 via its reference to safeguarding and funding proposed routes for public transport identified in Cambridgeshire County Council’s Transport Strategy for Cambridge and South Cambridgeshire (2014).

EMERGENCY AND MAINTENANCE ACCESS TRACK - OTHER MATERIAL CONSIDERATIONS

- 7.2.84. In terms of other material considerations, the following considerations support the principle of the development that would be accessible for cycling and walking that would run for the full length of the proposed route.
- 7.2.85. In terms of regional and local transport strategies, development that would be accessible for cycling and walking is supported in principle. The development of walking and cycling routes is supported as part of the Scheme in the various regional and local transport strategies published since then including the Cambridgeshire & Peterborough Local Transport Plan (2020), Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021) and draft Cambridgeshire & Peterborough Local Transport and Connectivity Plan (2022). The principle of the service track is also aligned with the recommendations of the Fairness, Nature and Communities: Addressing

Climate Change in Cambridgeshire and Peterborough report (2021), which recommends infrastructure for walking and cycling.

- 7.2.86. In terms of other policy, the emergency and maintenance access track is considered to be in alignment with key national policy documents set out earlier in this statement including the National Infrastructure Strategy; the Ten Point Plan for a Green Industrial Revolution; Build Back Better: Our Plan for Growth; and Decarbonising Transport: A Better, Greener Britain. In terms of these policy documents, the National Infrastructure Strategy notes that increasing cycling and walking can help tackle some of the most challenging issues facing UK society including improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on the roads. The Ten Point Plan for a Green Industrial Revolution details that the Government will accelerate the transition to more active and sustainable transport by investing in measures to help pedestrians and cyclists as well as giving ‘towns and cities cycle lanes worthy of Holland’. Decarbonising Transport: A Better, Greener Britain aims to make active travel the natural first choice for daily activities by providing dedicated routes and networks and enabling people to access cycles.

SUMMARY CONCLUSION IN RELATION TO THE DEVELOPMENT OF THE EMERGENCY AND MAINTENANCE ACCESS TRACK

- 7.2.87. Having regard to the planning policy framework and material considerations outlined above, the conclusion is that the principle of the emergency and maintenance access track that would be accessible for cycling and walking that would run for the full length of the Scheme route is supported in both local and national planning policy.

OVERALL CONCLUSION ON PRINCIPLE OF DEVELOPMENT

- 7.2.88. Taking into account the appraisal of the three elements of the Scheme in the sections above, it is considered that the Scheme as a whole is acceptable in principle as a result of its strong accordance with local and national planning policy as well as the other material considerations including the local transport plan outlined above.

7.3 TRAFFIC AND TRANSPORT IMPACTS

- 7.3.1. Paragraph 117 of the NPPF 2023 states that ‘*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*’
- 7.3.2. The Application is accompanied by a Transport Assessment (Document ref: CtoC-25-00) in line with Paragraph 117 of the NPPF 2023. This sets out the baseline transport conditions within a defined study area including:
- travel patterns within the study area and journey to work data from the 2011 Census analysis;
 - the existing active travel network (cycling and walking);
 - the existing pedestrian network;
 - the existing public transport network; and
 - the existing highway network
- 7.3.3. The Transport Assessment (Document ref: CtoC-25-00) concludes in relation to the operational phase of the Scheme will enable rapid and frequent bus services to serve the new development sites coming forward to the west of Cambridge. It will provide a direct bus route between

Cambourne and Cambridge – stopping at the University’s West Cambridge site en route - which will encourage future occupants to travel by bus and reduce reliance on the private car.

- 7.3.4. The guided busway will pass to the north of the villages of Hardwick and Coton. Residents from those villages will be able to take advantage of the guided busway and travel directly into Cambridge, by walking, cycling or by bus.
- 7.3.5. The Transport Assessment (Document ref: CtoC-25-00) concludes that the Travel Hub will intercept car trips on the A428 which would otherwise travel into Cambridge. Changing travel mode from car to the bus should enable car drivers to avoid congestion on the A1303 nearer to Cambridge and result in overall shorter journey times.
- 7.3.6. By intercepting car trips on the A428, the new Travel Hub will free up capacity at the existing Maddingley Road park and ride side.
- 7.3.7. The summary of traffic and transport effects resulting from the construction and operational phases of the Scheme are presented within Table 10-1 and Table 10-2 of Technical Report 12 (Traffic and Transport) of the accompanying ES (Document ref: CtoC-11-TR12-00). As detailed within Table 10-1 and Table 10-2, the levels of effect, pre-mitigation, and the associated residual effects, post mitigation, are all either minor to moderate or lower. As such, the transport effects of the Scheme are considered to be not significant.
- 7.3.8. Four public rights of way will be directly affected during construction, namely:
 - FP66/17 between A1303 and Maddingley Road in Hardwick, and approximately 2.9km long.
 - FP114/6, between A1303 and Worcester Avenue in Hardwick, and 70m long.
 - FP55/2, between A1303 and Whitwell Way in Coton, and approximately 700m long
 - Bridleway 39/30, between bridleway 39/112 and the A1303, and approximately 600m long.
- 7.3.9. It is proposed that pedestrian, cyclist and equestrian access along all footways and public rights of way will be maintained during construction, with careful management of crossing points and diversions where necessary. On this basis, only the diversion of Bridleway 39/30 will result in an adverse effect, which is part of the previously referenced permanent effect.
- 7.3.10. Overall the Scheme will provide the opportunity for persons travelling to Cambridge from the west to make that journey by walking, cycling or by bus, rather than by car. The Scheme is considered to have an overall beneficial effect on the environment by encouraging mode shifts to more sustainable modes and reducing the impact on air quality, road safety and noise.
- 7.3.11. At a national level the Scheme is considered to accord with the Paragraph 124(c) of NPPF 2023 as it will limit the need to travel by private car and offer an increased choice of public transport and active travel modes to existing and proposed significant developments such as the Cambourne West, Bourn Airfield and West Cambridge developments.
- 7.3.12. At a regional level the Scheme is consistent with the goals of the draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (2022) and the draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan to provide an accessible transport system that delivers economic growth and opportunities and protects and enhances the environment to tackle climate change.
- 7.3.13. At the local level the Scheme is considered to accord with the relevant sustainable transport policies as set out within the Cambridge Local Plan 2018 and South Cambridge Local Plan 2018. The Scheme will provide an accessible transport system that delivers economic growth and opportunities

and protects and enhances the environment to tackle climate change together improving the economic success and quality of life and place in Cambridge in line Policy 1 of the Cambridge Local Plan 2018 and Policy S/2 of the South Cambridgeshire Local Plan 2018.

- 7.3.14. The Scheme is also considered to accord with Policy 5 of the Cambridge Local Plan 2018 and Policy TI/2 of the South Cambridgeshire Local Plan 2018 as it will promote sustainable transport modes to the major development sites noted above along with greater pedestrian and cycle priority incorporating public realm improvements along the emergency access track that can be used by cyclists and pedestrians. Cycle parking improvements are also to be provided as part of the Scotland Farm Travel Hub. It will also support the major development sites noted above in achieving the goals of Policy 80 of the Cambridge Local Plan 2018 ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's City and other major centres of employment by facilitating onward journeys.
- 7.3.15. Policy 81 of the Cambridge Local Plan 2018 and Policy TI/2 of the South Cambridgeshire Local Plan 2018 requires that a travel plan should accompany all major development proposals. In terms of mitigation during the construction phase, monitoring of freight traffic and construction workforce movements through a Construction Traffic Management Plan (CTMP) will be undertaken with a Construction Travel Plan prepared to manage and also monitor construction workforce movement to and from the proposed construction compounds/sites and secured through the LEMP. The LEMP will be subject to approval by the relevant local planning authority as required through draft planning condition 9 as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

7.4 HIGH QUALITY DESIGN

- 7.4.1. The importance of good quality design is recognised throughout national and local planning policy.
- 7.4.2. Policy HQ/1 (Design Principles) of the South Cambridgeshire Local Plan 2018 indicates that all development must be of high quality design and meet a range of design criteria appropriate to the scale and nature of the development.
- 7.4.3. Policy 55 (Responding to context), Policy 56 (Creating successful places) and Policy 59 (Designing landscape and the public realm) of the Cambridge Local Plan 2018 also indicates that all development must be of high quality design and meet a range of design criteria appropriate to the scale and nature of the development.
- 7.4.4. Paragraph 135 of the NPPF 2023 (achieving well-designed places), advises that planning decisions should ensure that developments:
 - a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

- 7.4.5. The Design and Access Statement that accompanies the Order submission (Document ref: CtoC-17-00), explains the designs evolution including the landscape and highways elements of the of the Scheme and how consultation has informed this. It demonstrates how the Proposed Scheme's design process has considered relevant design policy and guidance and how it accords with this at national and local policy level.
- 7.4.6. In line with paragraph 135 of the NPPF 2023, it is considered that the Scheme will improve the overall quality of the existing and proposed communities as identified in section 4 of this Statement, with the resulting benefits as set out in section 3.3 of this Statement.
- 7.4.7. The design of the Scheme is considered to respond to the local environmental constraints through the below mitigation hierarchy:
- Primary mitigation embedded into the design mitigation with the alignment avoiding where possible impacts on significant environmental designations (see Chapter 4 of the ES (Evolution of the Scheme) (Document ref: CtoC-10-ES0-00) that sets out the alternatives considered as part of this process as summarised in section 2.2 of this Statement);
 - Secondary mitigation to prevent, reduce, or offset adverse effects that could not be avoided through the design process in the form of the landscape design (section 5.5 of this Statement) along with both ecological mitigation and enhancements (section 5.6 of this Statement) and the sustainable design measures incorporated into the design as well as a net gain in biodiversity (section 5.7 of this statement); and
 - Tertiary mitigation that will be secured by way of the draft planning conditions as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00) or through legislation that sits outside of the Town and Country Planning Act 1990 such as protected species licences where required.
- 7.4.8. The design of the Scheme is therefore considered to accord with the relevant policies of both the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018 with good design evident in the Scheme in line with the above mitigation hierarchy.
- 7.4.9. The design of the Scheme also aligns with the aims of paragraph 135 of the NPPF 2023 with adequate regard being evident in design in relation to avoiding where possible impacts based on the environmental constraints, minimising adverse effects in terms of landscape, visual, soils, air quality, noise, water and flooding that were assessed in the ES and discussed in more detail under section 7.7 of this Statement below.

7.5 IMPACTS ON THE GREEN BELT

- 7.5.1. An assessment of the Schemes impact on the designated Green Belt is provided in greater detail in the Green Belt Assessment (Document ref: CtoC-18-00) with a summary provided below.

- 7.5.2. Appendix D of this Statement shows an overview of the Scheme and its route through the designated Green Belt with a brief summary provided below. The route is described below in relation to the designated Green Belt running from east to west, beginning in the Cambridge City Council administrative area.
- 7.5.3. Running from east to west, the route begins at Grange Road on the edge of Cambridge City where it runs through the designated Green Belt along the existing Rifle Range Path in a westerly direction.
- 7.5.4. The route continues through the designated Green Belt northwards along the western boundary of the University of Cambridge Sports Centre. The route then turns west and runs along the southern boundary of the West Cambridge Development area (M13 allocation in the Cambridgeshire Local Plan 2018).
- 7.5.5. The route then leaves the designated Green Belt and enters the West Cambridge Development area until a point east of the M11. This section of route and the West Cambridge Development area are not located within the designated Green Belt.
- 7.5.6. From here the route then re-enters the designated Green Belt, crossing the M11 westwards via a proposed overbridge. At this location the route leaves the Cambridge City Council administrative area and enters the South Cambridgeshire District Council administrative area.
- 7.5.7. West of the M11, the route continues through the designated Green Belt to the east and then to the north of the village of Coton.
- 7.5.8. The section of the route including the proposed Scotland Farm Travel Hub and the section running from the junction of St Neots Road and Cambridge Road to the west of Coton village are both located within the designated Green Belt.
- 7.5.9. Running from east to west, the section of the route from the proposed Scotland Farm Travel Hub to Cambourne is not located within the designated Green Belt.

NATIONAL GREEN BELT POLICY

- 7.5.10. Paragraph 152 of the NPPF 2023 states that *'Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.'*
- 7.5.11. It is important to consider if the Scheme would constitute 'not inappropriate development' or 'inappropriate development' within the Green Belt, and whether very special circumstances would be required for the Scheme.
- 7.5.12. Paragraph 153 of the NPPF 2023 states that *'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.'*
- 7.5.13. However, Paragraph 155 of the NPPF 2023 does state that certain forms of development may constitute 'not in appropriate' development in the Green Belt *'provided they preserve its openness and do not conflict with the purposes of including land within it'*. Item C of Paragraph 155 of the NPPF 2023 specifically identifies *'local transport infrastructure which can demonstrate a requirement for a Green Belt location'*.

- 7.5.14. There are therefore considered to be three tests that the Scheme must meet if it is to be considered 'not inappropriate' development within the Green Belt. It must:
1. Be local transport infrastructure which can demonstrate a requirement for a Green Belt location;
 2. Preserve the openness of the Green Belt; and
 3. Not conflict with the purposes of including land within the Green Belt.
- 7.5.15. Each of these tests is addressed in turn below.
- LOCAL TRANSPORT INFRASTRUCTURE WHICH CAN DEMONSTRATE A REQUIREMENT FOR A GREEN BELT LOCATION**
- 7.5.16. In accordance with Paragraph 155 of the NPPF 2023, the starting point for consideration of the acceptability of the Scheme within the Green Belt, is whether it can be considered local transport Infrastructure that can demonstrate a requirement to be located within the Green Belt.
- 7.5.17. The Scheme Vision as defined in the OBC 2020 (Document ref: CtoC-20-00) is as follows:
- 'To connect existing and new communities along the A428/A1303 to places of employment, study and key services to enable the sustainable growth for Greater Cambridge. We will deliver this through improved, faster and more reliable High Quality Public Transport (HQPT) services, together with high quality cycling and walking facilities serving a new Travel Hub site to the west of Cambridge.'*
- 7.5.18. To achieve the above vision, the objectives of the Scheme as set out as part of the OBC 2020 (Document ref: CtoC-20-00) are notable in that they seek to:
- deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303 transport corridor; and
 - contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428 /A1303 and within Cambridge City.
- 7.5.19. As the Scheme links the communities of Cambourne to the edge of Cambridge City via a public transport route, it is considered to fall within the description of development set out in Paragraph 155(c) of the NPPF 2023 i.e. it is Local Transport Infrastructure.
- 7.5.20. As set out in section 7.2 of this Statement, there is considered to be considerable local policy support for the development of a public transport route along the A428/A1303 transport corridor. Policy SS/7 of the South Cambridgeshire Local Plan 2018 promotes the development of a new village of up to 3,500 dwellings at Bourn Airfield. An application for outline planning permission has been applied for in 2018 (planning ref: S/3440/18/OL - outline permission granted 30 July 2024). Item ii of Part 8 (a) of Policy SS/7 of the South Cambridgeshire Local Plan 2018, refers to '*any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic*'. Item iii of Part 8 (a) of Policy SS/7 of the South Cambridgeshire Local Plan 2018 also promotes the '*Provision of high-quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge*'.
- 7.5.21. It is clear therefore that the vision and objectives of the Scheme and the local planning policy support for the same highlight the need for transport infrastructure development along the A428/A1303 corridor.

- 7.5.22. The western side of Cambridge City is surrounded by Green Belt designated within the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018. It is noted that the highways within these areas running from the junction of Cambridge Road and St Neots Road (including the A428, St Neots Road and A1303 as far as its eastern junction with the M11) are all already located within the designated Green Belt. The designated Green Belt is therefore a clear constraint on development that surrounds the city at this location.
- 7.5.23. The routes supported in Part 8 of Policy SS/7 of the South Cambridgeshire Local Plan 2018 would require any proposals to pass through the designated Green Belt, albeit the policy does refer to '*bus priority measures*' that could be on or parallel to the A1303. As set out in section 7.2 of this Statement proposals for On-Road options including '*bus priority measures*' have been considered throughout the development of the Business Case for the Scheme ('OBC 2020' (Document ref: CtoC-20-00)). Chapter 4 of the Environment Statement (Evolution of the Scheme) (Document ref: CtoC-10-ES0-00) sets out the alternatives considered as part of this process.
- 7.5.24. A Green Belt Assessment of the options considered at this stage of the development of the Business Case (consisting of the previous Green Belt Assessment work set out in Section 4 above) was included as Appendix U.¹⁸
- 7.5.25. The OBC 2020 (Document ref: CtoC-20-00) considered a number of options and sub-options within these that can broadly be summarised as On-Road and Off Road options. As the spatial focus of the Scheme and its proposed route is centred on the A428/A1303 transport corridor and links the areas of Cambourne in the west and the major development sites along the route to edge of Cambridge City, all options followed a route through the designated Green Belt at certain points. However sections of the On-Road option, although located within designated Green Belt, would utilise existing highways. The preferred option from the OBC 2020 (Document ref: CtoC-20-00) was a mainly Off-Road route from Cambourne to Grange Road with a Park and Ride at Scotland Farm.
- 7.5.26. In summary the proposed Off-Road option would provide significant transport benefits over the option to use a bus priority lane utilising an On-Road route. One of the main benefits is that the Off-Road option would be that it would not only significantly help to reduce journey time but also maintain better reliability, which the On-Road route would struggle to provide. The On-Road route would also involve significant alterations and disturbance to the existing road network and installation of additional infrastructure (signage and possibly gantries) to an already congested corridor into Cambridge. The On-Road option would also have a significant impact on the setting of the designated heritage asset as it would pass directly in front of the American Military Cemetery which is Grade I on the English Heritage register of Historic Parks and Gardens. The memorial and attached walls, steps and pool surround are Grade II* Listed Buildings.
- 7.5.27. While both the On-Road and Off-Road options were considered to result in some impacts on the environment, the Off-Road option was also considered to have a higher potential to achieve environmental enhancements and opportunities to incorporate a higher level of mitigation. The key

¹⁸ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/C2C-OBC-Jan-2021/C2C-OBC-2020-Green-Belt-Assessment-Report-Appendix-U.pdf>

issues were that the Off-Road route, unlike the On-Road route, would not directly pass Madingley Wood which is a Site of Special Scientific Interest (SSSI). The On-Road route would result in loss of habitat due to road widening and was considered to have the least potential for ecological mitigation or enhancement.

- 7.5.28. The Off-Road route was considered to have the potential to include a 'green lane' design treatment along its entire length to enhance biodiversity through creation of habitats and provide landscape enhancements. Such benefits would not be achievable with an On-Road route.
- 7.5.29. Overall, the On-Road route was not considered to deliver the transport objectives of the Scheme and was not preferable in transport or environmental terms. In this regard, it is also worth acknowledging that the On-Road option would result in some widening of the existing carriageway within the Green Belt and would therefore also require development to take place within a Green Belt location.
- 7.5.30. In summary, the proposed route from the areas that require connection are geographically surrounded by the designated Cambridge Green Belt (i.e. Cambourne to Cambridge City) and the On-Road option that forms the basis of the Order was considered preferable in both transport and environmental terms as set out in optioneering process.
- 7.5.31. Considering the optioneering process as set out above it is considered that a Green Belt location to deliver the Scheme is therefore required. It is considered that this satisfies the test of the requirement for a Green Belt location as set out in Item c of Paragraph 155 of the NPPF 2023. It is considered that a Green Belt location is essential to achieve the strategic objectives of the Scheme in terms of journey times, reliability and environmental impacts.

PRESERVING THE OPENNESS OF THE GREEN BELT

- 7.5.32. With the requirement for a Green Belt location being established, under paragraph 155 of the NPPF 2023, it is secondly important to consider whether the Scheme will preserve the openness of the Green Belt and whether the Scheme conflicts with the purposes of including land within the Green Belt. It is the scheme as a whole rather than individual sections of it which is to be considered.
- 7.5.33. Paragraph: 001 Reference ID: 64-001-20190722 of the NPPG states that:
- 'Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:*
- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
 - *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*
 - *the degree of activity likely to be generated, such as traffic generation'.*
- 7.5.34. The Green Belt Assessment (Document ref: CtoC-18-00) assesses the proposed route and its impact on the Openness using Sectors and Sub-sectors within the Green Belt to form the basis of the assessment.
- 7.5.35. These are summarised below and shown on the mapping in Appendix F attached to this Statement:

- Sector A – the area contained within the designated Green Belt located to the south of the West Cambridge university area;
- Sector B – the area to the west of the M11 and south of the A13030 running to the north of Coton village;
- Sector C – the area to the south of the American Cemetery and the A13030 running to the north of Coton Village;
- Sector D – the stretch of the land containing both the A1303 and St Neots Road ending at the Scotland Road Junction; and
- Sector E – the area to the north of the A428 and to the east of Scotland Road

7.5.36. The relevant Sub-Sectors within the above Sectors are shown in Appendix F of this Statement. Table 6-1 of Green Belt Assessment (Document ref: CtoC-18-00) how the Scheme in each Sub Areas impacts the Openness of the Green Belt during the operational phase.

CONCLUSION ON PRESERVING OPENNESS

Construction Phase

- 7.5.37. Construction of the Scheme will require the use of worksites (A to O) including five secondary compounds and ten local works compounds as well as a main compound at the proposed Travel Hub site at Scotland Farm. The locations of these are shown on the Construction Compound & Site Access drawings (drawing no.'s 7008660-WSP-TTM-XX-DR-CP-900001 to 7008660-WSP-TTM-XX-DR-CP-900017) (Document ref: CtoC-16-00). The following worksites are located within the designated Green Belt:
- Main compound at Scotland Farm; and
 - Worksites E, F, G, H, I, J, M, N and O.
- 7.5.38. During the construction phase, impacts on Openness related to the required compounds would be temporary, with impacts mitigated as far as reasonably possible through the measures as set out in Section 9.5 of the Code of CoCP (Document ref: CtoC-26-00) and secured through the LEMP. The LEMP will be subject to approval by the relevant local planning authority as required through draft planning condition 9 as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00).
- 7.5.39. In summary at compound locations where appropriate and reasonably practicable the following mitigation will be considered when planning the compound layout and set up to mitigate as far as reasonably possible temporary spatial and visual impacts on the designated Green Belt:
- The construction compound areas will be minimised through the detailed design and construction process;
 - Where a construction compound area is sub-divided and/or bounded by existing hedgerows, planting or trees, the compound layout will be set up so as to reduce the number of access points requiring hedgerow/planting/tree removal;
 - Where compounds are located within the designated Green Belt, site offices, waste management areas, staff accommodation/parking and plant storage areas will be where possible be screened by existing or proposed planting or other features; and
 - The height and massing of any temporary structures or storage areas associated with the construction compounds will be minimised as far as reasonably possible and will be located away from residential and other sensitive visual receptors.

- 7.5.40. The impact of the construction compounds on the Openness of the Green Belt are therefore considered to be temporary, short term and so remediable in line with NPPG Paragraph: 001 Reference ID: 64-001-20190722, with restoration measures restoring the visual aspects of Openness at these locations once construction has been completed. It is therefore considered that the construction phase works would not result in a reduction of Openness of the Green Belt at these locations as these works are not permanent.

Operational Phase

- 7.5.41. During the operational phase, it is concluded that the proposed route closest to Cambridge (Sub-Area A.1), the route sections to the north of Coton (Sub-Areas B.1 & B.2 and C.1) and the On-Road section (utilising existing St Neots Road) in Sub-Area D.1 would preserve the Openness of the Green Belt. This is due to:
- limited requirement for cut and fill, re-levelling or development of significant volume within these Sub-Areas – cut and fill, along with ‘light weight’ development can also be undertaken in a way which is not inconsistent with Openness with visible volumetric development kept to a minimum;
 - during the operational phase the route through these Sub-Areas would be experienced by visual receptors as a flat, linear, narrow development (approximately up to 15m wide) with the A428/A1303/M11 and the urban area of Cambridge also visible from the majority of receptors. For the majority of the route the volume of development introduced would be low;
 - the proposed Sectors and Sub-Areas would be viewed, reducing visual impacts as follows:
 - development within Sub-Area A.1 would be viewed within the foreground of the urban area of Cambridge to the north – the land associated with the route is not significantly distinct from that within the West Cambridge development;
 - the proposed Bin Brook crossing in Sub-Area A.3 will be viewed in terms of its location close to the urban edge of Cambridge – the proposed structure will be viewed as relatively flat with most of the structure developed within the banks of the brook and the proposed parapets etc. being viewed as light weight structures;
 - the route through Sectors B and C would be viewed with the A428/A1303 and M11 in close proximity;
 - the proposed M11 overbridge in Sub-Area B.1 will be viewed in context with the existing infrastructure associated with the M11 corridor, which is subject to a high degree of level change already in terms of the surrounding Green Belt;
 - the On-Road section in Sub-Area D.1 will utilise St Neots Road which is visually and physically contained from the surrounding landscape by existing vegetation and urban development.
 - significant landscaping and ecological enhancements are proposed within these Sectors/Sub-Areas (see Section 9 of the Design and Access Statement (Document ref: (CtoC-17-00), Proposed Site Plans included as part of the Deemed Planning Drawings and the Landscape Mitigation plans sheets 10 to 17 (Document ref: CtoC-11-TR08-00); and
 - The degree of traffic generation activity likely to be generated during the operational phase will be minor in terms of its impact on the Openness of the Green Belt with potentially nine buses per hour between Cambourne and the edge of Cambridge city throughout weekdays and Saturdays. Congestion would not impact Openness (e.g. traffic queuing) as the route in these Sectors/Sub-Areas is segregated.

The Travel Hub

- 7.5.42. The undulating landform and pattern of vegetation within much of Sub-Area E.3 are key considerations in relation to Openness within this Sector. It has a rural character, despite the presence of the road infrastructure to the south. There is very limited built development within Sub-Area E.3, which consists predominantly of open farmland, but there are occasional individual properties and a small business park along Scotland Road to the south west of the Sector, road infrastructure and the existing footbridge over the A428 on the southern boundary of the proposed Travel Hub.
- 7.5.43. Despite the undulating landform within much of Sector E, the southern area where the Travel Hub is proposed (Sub-Area E.3) is relatively flat with significant containment already in existence in the form of the boundary hedges that are of significant height. The requirement for cut and fill operations to construct the Travel Hub is therefore limited, with the site being screened from most viewpoints, albeit views from the east are available but not heavily used.
- 7.5.44. There would be a requirement for small buildings such as ticket offices and/or bus shelters, which would introduce a volume of built development into the Green Belt, although this would be considered low to minor in terms of spatial impacts.
- 7.5.45. In addition, the parking areas would introduce additional hard surfacing, on which large numbers of vehicles would be parked throughout the day. The requirement for lighting would result in visible infrastructure during the day with new lit areas in the evening being visible at least temporarily.
- 7.5.46. The extent of the hard surfacing/car parking areas along with the new buildings would be visible particularly from the east resulting in minor to moderate visual impacts.
- 7.5.47. The final layout of the buildings and parking spaces is subject to further approval by the relevant local planning authority with proposed planning conditions in relation to the final proposed land levels and the final layout of the onsite buildings to be developed. The Applicant will work with the local planning authority, taking due cognisance of the Green Belt designation to ensure the development at this and other locations is able to assimilate into its surroundings taking account of its Green Belt in accordance with Policies S/4, CC/6, HQ/1, NH/2 and NH/8 of the South Cambridgeshire Local Plan (2018).
- 7.5.48. Overall, the Travel Hub will however result in some reduction of Openness within Sub-Area E.3 noting the volume of proposed development (buildings associated with the park and ride, albeit minor in nature) and the visual impacts associated with the introduction of large areas of car parking and associated infrastructure to the site. The Scheme would therefore not be considered to preserve the Openness of the Green Belt.

CONFLICT WITH PURPOSES OF THE GREEN BELT

- 7.5.49. Finally, it is required to assess whether the Scheme conflicts with the purposes of including land within the Green Belt.
- 7.5.50. The national purposes for including land in the Green Belt are set out in Paragraph 143 of the NPPF 2023 as follows:
- to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;

- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

7.5.51. In addition to the 5 purposes of the Green Belt at national level, it is important to consider the purposes of the Cambridge Green Belt, which are defined within the Cambridge City Council and South Cambridgeshire District Council Local Plans that are shown in Green Belt policies (Policy 4 and Policy NH/8, respectively).

Cambridge Local Plan (2018) - Policy 4: The Cambridge Green Belt

- 7.5.52. Policy 4 of the Cambridge Local Plan states that ‘New development in the Green Belt will only be approved in line with Green Belt policy in the National Planning Policy Framework (2012).’
- 7.5.53. The supporting text of Policy 4 sets out that *‘The Green Belt preserves the unique setting and special character of the city and includes green corridors that penetrate deep into the urban and historic heart of Cambridge. It is a key component in providing for active and passive sport and recreation, for amenity and biodiversity. A significant proportion of the Cambridge Green Belt within the city’s boundaries is in agricultural use. The Green Belt is one of the key elements that contribute to the symbiotic relationship between high quality of life, place and economic success of Cambridge’.*
- 7.5.54. The purposes of the Cambridge Green Belt as set out in local policy are also outlined;
- preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 - maintain and enhance the quality of its setting; and
 - prevent communities in the environs of Cambridge from merging into one another and with the city

South Cambridgeshire Local Plan (2018) – Policy S/4

- 7.5.55. Policy S/4: Cambridge Green Belt of the South Cambridgeshire Local Plan states that *‘New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework’.*
- 7.5.56. The purposes of the Cambridge Green Belt as set out in local policy are the same as in the Cambridge City Local Plan 2018;
- preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 - maintain and enhance the quality of its setting; and
 - prevent communities in the environs of Cambridge from merging into one another and with the city
- 7.5.57. Within the supplementary information for the policy, it is stated that the factors which define the special character of the Cambridge Green Belt are;
- A soft green edge to the city;
 - A distinctive urban edge;
 - Green corridors penetrating into the city;
 - Designated sites and other features contributing positively to the character of the landscape setting;
 - The distribution, physical separation, setting, scale and character of Green Belt villages; and
 - A landscape that retains a strong rural character.

- 7.5.58. To inform its conclusion on potential conflicts with the Green Belt purposes, the Green Belt Assessment (Document ref: CtoC-18-00) referred to existing Green Belt assessments prepared as part of the evidence base for the emerging *Greater Cambridge Local Plan - First Proposals* consultation specifically the *Greater Cambridge Green Belt Assessment Final Report (LUC) August 2021*¹⁹. The conclusions in terms of conflicts with the Green Belt purposes are summarised in Table 7-1 below.

¹⁹ [Greater Cambridge Green Belt Assessment \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/green-belt-assessment)

Table 7-1 – Potential Conflicts with Green Belt Purposes

Sub-Area	Potential Conflict
Sub-Area A.1	The Scheme in this Sub-Area would result in conflicts with the purposes of the Green Belt through the introduction of transport infrastructure into an area of largely undeveloped countryside. This would be viewed as different to the existing make-up of the Sub-Area e.g. fields and hedgerows, albeit with the M11 running in a north south direction along the boundary of the Sub-Area. The route of the Scheme would conflict with National Green Belt Purpose 4 as it would impact the setting and special character of Cambridge when viewed from the west and south-west. Similarly, there would be conflicts with Cambridge Green Belt Purposes 1 and 2 in that the Scheme in this Sub-Area would impact the unique character of Cambridge as a compact centre by extending the developed area and impact the setting of Cambridge when viewed from the west and south-west. It is considered that no conflict with National Green Belt 3 will arise as the proposed route runs tight along the southern boundary of the West Cambridge development, with limited above ground development to encroach into the countryside. National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development would not result in urban sprawl and in communities merging.
Sub-Area A.3	Similar to Sub-Area A.1, it is considered that the Scheme in this Sub-Area would result in conflicts with the purposes of the Green Belt through the introduction of transport infrastructure into an area of largely undeveloped countryside. This would be viewed as different to the existing make-up of the Sub-Area e.g. fields and hedgerows, albeit with the Sub-Area being largely enclosed within by urban development on its northern, eastern and southern boundaries. The route of the Scheme in this Sub-Area would conflict with National Green Belt Purpose 4 as it would impact the setting and special character of Cambridge when viewed from the west and to a lesser extent the south-west noting its enclosed shape with urban development on three side. Similarly, there would be conflicts with Cambridge Green Belt Purposes 1 and 2 in that the Scheme in this Sub-Area would impact the unique character of Cambridge as a compact centre by extending the developed area and impact the setting of Cambridge when viewed from the west and to a lesser extent in the south-west. It is considered that no conflict with National Green Belt 3 will arise as the proposed route runs tight to the urban edge of Cambridge. National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development proposed would not result in urban sprawl and not result in communities merging.
Sub-Area B.1	The existing vegetation to the west of the M11 provides a high degree of visual and physical containment within this Sub-Area. The route of the Scheme would be largely screened from view from the surrounding area and the village of Coton due to the existing hedgerow patterns, wooded areas and topography of the Sub-Area. As a result, the route and its carriageway would not impact the setting of Coton (a necklace village) or by extension the setting of Cambridge City. The majority of the development proposed in this Sub-Area would not conflict with the National or Cambridge Green Belt purposes. The development of the proposed M11 overbridge within this Sub-Area would require ramped earthwork/embankments, with the bridge deck currently estimated to be approximately up to 6.5m above adjacent existing ground levels. Since the overbridge would be viewed/experienced within an area that already contains major transport infrastructure (it will traverse the M11 corridor) with the urban area of Cambridge to the east and significant landscape containment to the west (existing areas of hedgerows, wooded areas), either limited or no conflicts would arise with Cambridge Green Belt Purposes 1 and 2 (and so also little or no conflicts with National Green Belt Purpose 4). National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development would not result in urban sprawl and in communities merging.
Sub-Area B.2	This Sub-Area is located directly to the north of the village of Coton. The introduction of development into this Sub-Area would result in conflict with Cambridge Green Belt Purpose 2, which also equates to conflict with National Green Belt Purpose 4. This would be due to the changes in the setting of Cambridge that result from changes to the character and setting of Coton as a village on the outskirts of the city through the introduction of transport infrastructure into the Sub-Area. However, it is noted that the A1303 transport corridor would also be viewed in the background from both the north, south and west. National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development proposed would not result in urban sprawl and in communities merging.
Sub-Area C.1	This Sub-Area is considered to play a role in the wider setting of the west of Cambridge and forms part of the rural setting to the village of Coton, maintaining the rural character north of the village and preventing village from sprawling north and westwards. The route of the Scheme would run in an east-west direction and would be viewed from the south and west with the A1303 corridor/existing transport infrastructure to the north. The route within this Sub-Area sits below the break of the sloping topography in this Sub-Area when viewed from the north, minimising visibility from along the A1303. There would be some conflict with Cambridge Green Belt Purpose 2 as a result of changes to the character of the area in terms of the setting of the village Coton (a necklace village) and consequently the setting of Cambridge, which also equates to conflicts with National Green Belt Purpose 4. This conflict would reduce the further west the route moves from the edge of Coton, until there would be no conflict with the Green Belt Purposes for approximately the western half of Sub-Area C.1. Cambridge Green Belt Purpose 1 is not considered relevant to this Sub-Area due to the 'Limited/no contribution' of the relevant land parcels as set out in the LUC Assessment 2021. National Green Belt Purposes 1 and 2 along with Cambridge Green Belt Purpose 3 are not considered relevant as the development would not result in urban sprawl and in communities merging.
Sub-Area D.1	This section of the route runs within an existing transport corridor – St Neots Road and the area to area between Ste Neots Road and the A428. The existing vegetation to both the north and south of St Neots Road provides a high degree of visual and physical containment from the surrounding area. There is existing built development within Sub-Area D.1, in the form of the row of houses and businesses to the south of the road, at the centre of the Sub-Area. The existing transport infrastructure within this area also detracts from its purpose as designated Green Belt. The route within this Sub-Area will run 'On-Road' within an existing transport corridor and will retain or reinstate any hedgerow along the south of St Neots Road, resulting in the route not being easily visible when. The busway would therefore not conflict with either the National or Cambridge Green Belt purposes in this Sub-Area.
Sub-Area E.3	The undulating landform is a key consideration in relation to the proposed Travel Hub's conflicts with the purposes of the Green Belt in this Sub-Area noting the increased visibility in terms of long distance views from the west. The area of Sub-Area E.3 where the Travel Hub will be located does not benefit from internal hedgerows with only the existing hedgerows to the south and west currently on site. Due to the proposed location of the Travel Hub tight to the south-western corner of the Sub-Area, the area is already notably influenced by significant areas of existing road infrastructure to the south (the A428) and also to the west (Scotland Road). There is no built development within the proposed Travel Hub site, which consists predominantly of open farmland, but there are occasional individual properties and a small business park along Scotland Road to the west of the Sector, along with the noted road infrastructure. The Sub-Area has a rural/agricultural character, despite the presence of the road infrastructure to the south. The development of the Travel Hub within this Sub-Area would be entirely located within an area of undeveloped countryside. Cambridge Green Belt Purpose 1 is not relevant to this Sub-Area due to the 'Limited/no contribution' of the relevant land parcel (HA2) as set out in the LUC Assessment 2021. Cambridge Green Belt Purpose 3 is not relevant as the development proposed would not result in communities merging into one another. The development of the Travel Hub would however conflict with Cambridge Green Belt Purpose 2 in that it would impact the setting of Cambridge when viewed from the west due to its location at a higher elevation, coupled with the introduction of some minor buildings as part of the Travel Hub. The operational phase would see a high number of vehicles parked throughout the day that may result in conflicts with Cambridge Green Belt Purpose 2 (and so National Green Belt Purpose 4) again in relation to the setting of Cambridge when viewed from the west. The final layout of the buildings and parking spaces is subject to further approval by the relevant local planning authority with proposed planning conditions in relation to the final proposed land levels and the final layout of the onsite buildings to be developed.

7.6 CONCLUSION IN RELATION TO CONFLICTS WITH THE GREEN BELT PURPOSES

Construction Phase

- 7.6.1. The impact of the construction compounds as it relates to conflict with the Green Belt purposes are considered to be temporary, short term and so remediable in line with NPPG Paragraph: 001 Reference ID: 64-001-20190722, with restoration measures restoring the visual aspects of Openness at the compound locations once construction has been completed. It is therefore considered that the construction phase works would not result in conflicts with the Green Belt purposes as these works are not permanent.

Operational Phase

- 7.6.2. As set out in Table 7-1 above, the Scheme, when considered as a whole conflicts with some of the purposes of including land within the Green Belt.
- 7.6.3. Overall, the Scheme is noted not to preserve the Openness of the Green Belt and does conflict with certain purposes of including land within the Green Belt. The Scheme, therefore, does not pass the second and third tests set out in Paragraph 155 of the NPPF 2023 and falls within the category of development which is 'not inappropriate'.

Degree of Harm to the Green Belt

- 7.6.4. Section 8 of the Green Belt Assessment (Document ref: CtoC-18-00) then includes an assessment of the degree of the potential harm to the Green Belt for those Sectors or Sub-Areas of the Scheme that do not fully meet the tests as set out in Paragraph 155 of the NPPF 2023.
- 7.6.5. For this assessment, the degree of harm was reported using the 5-point scale as used in the *Greater Cambridge Green Belt Assessment Final Report (LUC) August 2021* i.e. low, moderate, moderate-high, high and very high harm. The findings are reported in tabular form in Table 7-2 below.
- 7.6.6. Where relevant, proposed mitigation in the form of landscape planting is considered as part of the assessment and the reported degree of harm. The table below summarises the potential conflict and the degree of harm ranging from moderate to low to moderate to low harm to the Green Belt in the areas where the route is proposed.
- 7.6.7. Tables 7-1 and 7-2 in this Statement provide the details of the conflict and the level of harm. In summary, there are seven sub areas where the route is in potential conflict with the Green Belt. They are:
- **Sub Area A.1** – parts of the scheme in this area conflicts with Purpose 4 of the Green Belt as it would impact the setting and special character of Cambridge when viewed from the west and south-west. Similarly Purposes 1 and 2 as it would impact the unique character of Cambridge. **The level of harm is Low.**
 - **Sub Area A.3** – the scheme conflicts with three purposes of the Green Belt with the introduction of transport infrastructure into an area of largely undeveloped countryside. This would be viewed as different to the existing make-up of the Sub-Area e.g. fields and hedgerows, albeit with the Sub-Area being largely enclosed within by urban development on its northern, eastern and southern boundaries. **The level of harm is considered to be low to moderate because limited ground works are required for it.**

- **Sub Area B.1** – The scheme is largely screened by the vegetation to the west of M11 and the village of Coton due to existing hedgerow, therefore the level of harm is – **no harm**
- **Sub Area B.2** – the scheme would change the setting of Cambridge that result from changes to the character of Coton as a village on the outskirts of the city. **The harm to the Green Belt is moderate.**
- **Sub Area C.1** – The scheme travelling from east to west would be viewed from south and west with the A1303 corridor/existing transport infrastructure. There would be a requirement to cut and fill in places, **therefore the harm is low to moderate in this area.**
- **Sub Area D.1** – The only part of the route that sits below the break of the sloping topography when viewed from the north, minimising visibility from along the A1303, **therefore it is no harm in this area.**
- **Sub Area E.3** – the travel hub introduces a new development in the area which impacts the openness of the Green Belt within this area. The retention of the vegetation, the existing surrounding road infrastructure, the existing farm and adjacent buildings related to agriculture and small business set the context for the area. **The harm to the Green Belt for this part of the route is moderate.**

Table 7--2- Degree of Green Belt Harm

Sub-Area	Conclusion
Sub-Area A.1	<p>The Openness of the Green Belt would be preserved within this Sub-Area due to the limited volume of development to be introduced, accompanied by the proposed landscaping that will reduce visual impacts overtime (1-15 years). Landscape mitigation is proposed along both the north and south of the carriageway through this Sub-Area. Existing planting will be retained where possible, with a landscaped buffer on either side of the carriageway (north and south as well as to the east) being developed using a mixture of grassland, individual tree planting/woodland planting and landscaped drainage swales/detention ponds (please see proposed landscape design as shown on the Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheets 15 and 16)).</p> <p>In addition, the development would be viewed in the foreground of an area with significant massing, height and scale already in existence e.g. the West Cambridge development and the urban area of Cambridge to the east of this.</p> <p>Within this Sub-Area there would be conflicts with National Green Belt Purpose 4 and Cambridge Green Belt Purposes 1 and 2 in that the Scheme would impact the unique character of Cambridge as a compact centre and its setting by introducing of transport infrastructure into an area of largely undeveloped countryside when viewed from the west and south-west.</p> <p>The degree of harm in relation to the Green Belt would however be considered low as limited ground works are required. Increased site levels that could introduce a new volume of development as well as impact views are therefore not proposed. The route in this Sub-Area would not be highly visible when viewed from the south and south-west, with the route broadly following the southern boundary of the West Cambridge development that presents a significant urban feature, with the proposed development being viewed along its urban edge. The carriageway would be viewed as an area of flat transport infrastructure, viewed within the foreground of the West Cambridge development and so is considered not to have significant visual or spatial impacts. Only minor structures (signage) are proposed within this Sub-Area, so it is considered that the newly introduced development would not be highly visible in views from the south and south-west, thereby reducing the impacts on setting and character. Significant landscape mitigation is proposed along both the north and south of the carriageway through this Sub-Area.</p>
Sub-Area A.3	<p>The Openness of the Green Belt would be preserved within this Sub-Area primarily due to the limited volume of development to be introduced, and the fact that the development would be viewed in the foreground of an area with a strong urban setting with a backdrop of residential/educational uses, sports facilities and hedgerows that run east to west.. A new crossing of the Bin Brook is proposed in this Sub-Area but this would not impact significantly on Openness due to the limited height and massing of the proposed structure and its location close to the urban edge of Cambridge. Proposed landscaping particularly in the area around the proposed Bin Brook overbridge will reduce visual impacts overtime (1-15 years). Significant landscape mitigation is proposed along the south of the carriageway through this Sub-Area. Existing planting will be retained where possible notably the trees to the north of the carriageway on Rifle Range Path , with the landscaped buffer to the south of the carriageway being developed using a mixture of grassland, individual tree planting/woodland planting and landscaped drainage swales (please see proposed landscape design as shown on the Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 18)).</p> <p>Within this Sub-Area there would be conflicts with National Green Belt Purpose 4 and Cambridge Green Belt Purposes 1 and 2 in that the Scheme would impact the unique character of Cambridge as a compact centre and its setting by introducing of transport infrastructure into an area of largely undeveloped countryside when viewed from the west and to a lesser extent the south-west noting the Sub-Area is enclosed on its northern, eastern and southern boundaries by urban development.</p> <p>The degree of harm in relation to the Green Belt would be low to moderate as limited ground works are required and increased site levels that may introduce a new volume of development as well as impacting views are not proposed. The route in this Sub-Area would not be highly visible when viewed from the south and south-west, with the route broadly being located along the southern boundary of the urban area of Cambridge. The route and its carriageway would be experienced as an area of flat transport infrastructure viewed within the foreground of the noted developments, along the city's urban edge. Landscape mitigation is proposed along the route within this Sub-Area with existing planting and trees retained where possible that would reduce the visual impacts and so the degree of harm overtime (1-15 years) to low.</p>
Sub-Area B.1	<p>The route and carriageway for the majority of this Sub-Area would be viewed as flat transport infrastructure, level with the existing ground levels with limited cut and fill required for the majority of the route. The Sub-Area already benefits from significant landscape containment with existing tree planting, hedgerows and wooded areas.</p> <p>The Openness of the Green Belt around the proposed M11 overbridge would be preserved noting the existing major infrastructure already being viewed from the surrounding area. Proposed landscaping particularly in the area around the proposed M11 overbridge will reduce visual impacts overtime (1-15 years). Significant landscape mitigation is proposed along the south and north of the embankments of the overbridge. Existing planting will be retained where possible with the landscaped buffer to the north and south of the overbridge being developed using a mixture of grassland, individual tree planting and woodland planting. An area of new public open space is proposed to the south of the embankments on the western side of the M11 - please see proposed landscape design as shown on the Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 14)).</p> <p>The proposed M11 overbridge would be experienced within a Sub-Area that is already viewed as major transport infrastructure (it will traverse the M11 corridor) with the urban area of Cambridge in the background to the east and significant landscape containment to the west. This area is already considered subject to a high degree of level change in terms of the surrounding Green Belt and being a considerable distance from the historic core of Cambridge resulting in little to no conflicts with Cambridge Green Belt Purposes 1 and 2.</p> <p>It is therefore considered that no harm would arise in relation to the Green Belt within this Sub-Area.</p>

Sub-Area B.2	<p>As the carriageway in this Sub-Area would be viewed as transport infrastructure, level with the existing ground levels, with limited cut and fill required, the Openness of the Green Belt would be preserved.</p> <p>The introduction of the route into Sub-Area B.2 would result in a moderate degree of harm due to the potential conflict with Cambridge Green Belt purpose 2, which also equates to conflict with National Green Belt Purpose 4. This would be due to the changes in the setting of Cambrdge that result from changes to the character and setting of Coton as a result of the introduction of transport infrastructure into an area of countryside to the north of village on the outskirts of the city.</p> <p>Landscape mitigation is proposed to the north and south of the carriageway and around the proposed busway stop at the eastern end of the Sub-Area. Landscaped buffering using a mixture of grassland, individual tree planting/woodland planting and landscaped drainage swales and detention basins are proposed (please see proposed landscape design as shown on the Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheets 12 & 13)). With the proposed landscaping mitigation, the degree of harm would likely reduce over time (1-15 years) to low</p>
Sub-Area C.1	<p>The Openness of the Green Belt would be preserved within Sub-Area C.1 due to the low visibility resulting from the sloping landform within this Sub-Area. There will be a requirement for cut and fill to ensure a level route, which will result in a volume of new development being introduced within the Green Belt. It is however considered that whilst the sloping landform increases the volume of development required within this Sub-Area, the cut and fill required would be relatively modest and only required at certain locations resulting in limited visual impacts. Landscape mitigation is proposed to the north and south of the carriageway within the Sub-Area. Landscaped buffering using a mixture of grassland, individual tree planting/woodland planting and landscaped drainage swales and detention basins are proposed (please see proposed landscape design as shown on the Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheets 10 & 11)). With the limited volume of new development and this not being highly visible, coupled with the proposed landscape mitigation and the route being viewed in the context of the existing transport infrastructure to the north, the Openness of the Green Belt would be preserved within this Sub-Area.</p> <p>Where the route in this Sub-Area is located close to the western side of Coton there would be a conflict with Cambridge Green Belt Purpose 2 and so National Green Belt Purpose 4. This conflict would reduce/not exist in the western half of the Sub-Area due to distance (1km approx.) from the edge of Coton. The conflict with these Green Belt purposes would result in a moderate degree of harm, in the areas closest to Coton (250m west approx.), resulting from changes to the setting of Coton as a necklace village. The degree of harm would reduce further west, until no harm would result within the western half of the Sub-Area. With the introduction of the proposed landscape mitigation to the north and south of the route within this Sub-Area visual impacts would reduce over time (1-15 years) to low</p>
Sub-Area D.1	<p>This section of the route runs within an existing transport corridor – St Neots Road and the area to area between Ste Neots Road and the A428. The Openness of the Green Belt would be preserved within Sub-Area D.1 due to the low visibility of any new development introduced noting the existing visual and physical containment provided by existing planting on the north and south side of the existing carriageway.</p> <p>The route within this Sub-Area is not anticipated to require significant vegetation removal to the north or south. Given the distance to Cambridge City to the east, the Sub-Area is not considered to form part of the setting of Cambridge.</p> <p>The route within this Sub-Area would not conflict with either the Cambridge or National Green Belt Purposes. It is therefore considered that no harm would arise in relation to the Green Belt within this Sub-Area.</p>
Sub-Area E.3	<p>The undulating landform is a key consideration in relation to the proposed Travel Hub's impact on Openness and conflicts with the Green Belt purposes within this Sub-Area. The area of Sub-Area E.3 where the Travel Hub will be located does not benefit from internal hedgerows with only the existing hedgerows to the south and west currently on site. Due to the proposed location of the Travel Hub tight to the south-western corner of the Sub-Area, the area is already notably influenced by the existing significant areas of road infrastructure to the south (the A428) and also to the west (Scotland Road). There is no built development within the proposed Travel Hub site, which consists predominantly of open farmland, but there are occasional individual properties and a small business park along Scotland Road to the west of the Sector, along with the noted road infrastructure. The Sub-Area has a rural/agricultural character, despite the presence of the road infrastructure to the south.</p> <p>Overall, the Travel Hub will result in a reduction of Openness within this Sub-Area noting the introduction of some buildings centrally within the site (these would be considered minor in terms of visual and spatial impacts) and the development of large areas of hard-surfaced car parking.</p> <p>The proposed Travel Hub would introduce development into a currently undeveloped area of countryside, although the area is influenced by the presence of the A428 which does diminish the rural character of the Sub-Area. The proposed retention of vegetation to the north, west and particularly to the south will help to limit this encroachment, but visibility from the east would be open until the proposed planting becomes established. This would result in a medium degree of encroachment beyond an area currently partially contained by the hedgerow resulting in a moderate degree of harm to the Green Belt arising from the impact on Openness and a conflict with Cambridge Green Belt Purpose 2 and so National Green Belt Purpose 4.</p> <p>The existing planting will be maintained around the western and southern boundary of the site which provides significant screening for the site when viewed from short to medium length views of the site. Significant landscape mitigation is proposed both around the remaining boundaries but also within the Travel Hub site to bed the development into its receiving environment. Landscaped buffering using a mixture of grassland, individual tree planting and woodland planting will surround the site with a new area of landscaped drainage swales and detention basins proposed to the east of the site (please see proposed landscape design as shown on the Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 7)).</p> <p>With the introduction of this significant landscape planting the degree of harm would reduce over time to a low to moderate degree of harm to Green Belt purposes.</p>

ENHANCED ENVIRONMENTAL QUALITY AND ACCESSIBILITY

- 7.6.8. It is considered that the degree of harm to the Green Belt as identified in Table 7-2 should be balanced against the proposed enhancements to environmental quality and accessibility provided by the Scheme as well as the wider economic, social, environmental and transport benefits of the scheme as set out in section 3.3 of this Statement

New or enhanced green infrastructure

- 7.6.9. The Cambridge Local Plan 2018 defines 'Green Infrastructure' as follows:

'Consists of multi-functional networks of protected open space, woodlands, wildlife habitat, parks, registered commons and villages and town greens, nature reserves, waterways and bodies of water, historic parks and gardens and historic landscapes. Different aspects of green infrastructure provide recreational and/or cultural experiences, while supporting and enhancing biodiversity and geodiversity, enhancing air and/or water quality and enriching the quality of life of local communities'.

- 7.6.10. It is considered that the Scheme will both provide new areas of Green Infrastructure as well as enhancing existing areas of same. Section 9 of the Design and Access Statement (Document ref: CtoC-17-00) along with the landscape design for the Scheme as shown on the Proposed Site Plans sheets 1 to 17 (Deemed Planning Drawings - Document ref: CtoC-16-00) provides further details of proposed new or enhanced areas of Green Infrastructure but in summary these include:
- Areas of new soft and hard landscaping along the majority of proposed route including significant area of grassland, hedgerow, individual tree planting, woodland planting along with landscaped drainage swales and detention basins;
 - Ecological enhancements along the route including new areas of habitat:
 - Along the Rifle Range and Bin Brook area - areas of additional flood storage at Bin Brook will be surrounded by a new water-side riparian planting design to enhance biodiversity and visual amenities in the area (see Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 17);
 - To the west of the University Sports Grounds – the triangle of land between the existing University Sports Grounds and the proposed route provides an opportunity to provide new areas of Green Infrastructure based around the proposed flood storage areas. Opportunities to enhance biodiversity and visual amenities in the area will be pursued based on the final land take at this location (see Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 16);
 - Rectory Farm – it is proposed to provide a new area of open space available to the public, located to the west of the M11. This is to replace the existing area of open space lost to the east of the M11 as a result of the proposed M11 overbridge. The proposal for this new area of open space includes approx. 5389m² of replacement open space located to the south of the proposed M11 Overbridge. The replacement open space will be sited around the proposed detention basin and will be accessible to pedestrians and cyclists from the shared emergency and maintenance access track. Significant landscape and biodiversity enhancements are proposed at this location including new aquatic planting within/around the detention basis, new areas of grassland planting and areas of tree planting providing a new area for recreation for nearby communities (see

Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 14);

- Callow Brook – this new area of Green Infrastructure will include extensive habitat creation to the east of the proposed Travel Hub based around the proposed detention basin. This new area will be open to the public and will be accessed from the existing ‘Blue Bridge’ over the A428 located to the south of the Travel Hub and from the proposed Travel Hub via a new access way (see Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 7)).

7.6.11. The Scheme and the above proposals will also support the policy direction set out in the Emerging local Plan (the *Greater Cambridge Local Plan - First Proposals* document), specifically *Policy BG/GI: Green infrastructure*, in that they will enhance access and connectivity for the public and local communities particularly to the West Cambridge Green buffer - Coton Corridor area as identified on Figure 54 of the *Greater Cambridge Local Plan - First Proposals* document.

WOODLAND PLANTING

7.6.12. New areas of native woodland planting are proposed as part of the Scheme at the following locations:

- North and south of proposed detention basin 1 - Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 1);
- North, south, east and west of the proposed junction of the route and St Neots Road, north of Wellington Way and significant length of woodland planting to the south of the proposed route that runs in parallel to St Neots Road - Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheets 3 and 4);
- Surrounding detention basins 2 and 2a just west of the existing Scotland Road roundabout - Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheets 5);
- Surrounding the proposed Travel Hub site along all boundaries - Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 6);
- Significant areas of woodland planting to the north and south of the realigned St Neots Road - Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheets 9 and 10);
- Smaller areas of woodland planting to the south of the proposed route, just west of the proposed busway stop at Coton village Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheets 12 and 13);
- Significant tree planting north and south of the length of the proposed route that runs through Coton Orchard - Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 13)
- On each corner of the proposed M11 overbridge - Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 14); and
- To the east of the University of Cambridge Sports Centre and Gym and west of the Athletics Club - Deemed Planning Drawings (Document ref: CtoC-16-00) - Proposed Site Plan (sheet 15).

IMPROVEMENTS TO BIODIVERSITY, HABITAT CONNECTIVITY AND NATURAL CAPITAL

- 7.6.13. The Scheme has also committed to delivering a minimum of 10% biodiversity net gain (BNG), with the aim of achieving at least 20% which is in line with the Greater Cambridge Shared Planning Biodiversity SPD adopted by South Cambridgeshire District Council in 2022.
- 7.6.14. A BNG Assessment (Appendix TR5.7 2 of Technical Report 5 (Ecology) of the accompanying ES (Document ref: CtoC-11-TR5-00) has been completed in support of a BNG strategy as part of the Order application. This assessment describes how the Scheme will deliver the above commitments over and above the biodiversity mitigation and compensation measures identified to mitigate likely significant effects as set out in the ES (Document ref: CtoC-10-ES0-00).
- 7.6.15. Draft condition 15 of as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00) will secure the approval of a BNG plan by the local planning authority prior to the commencement of the main construction works.
- 7.6.16. A number of locations along the route include a landscape design specifically intended to help maintain habitat connectivity for bats. The landscaping proposals include planting of woodland, trees and hedgerows at all points intersecting identified bat commuting routes, sometimes using bunds and/or with more mature standard trees specified to ensure the shortest duration of potential severance, and to encourage higher (4m) flight routes.
- 7.6.17. As a linear scheme, connectivity of habitats across and along the route forms part of the ecological and landscape strategy notably in relation to the Western gateway multifunctional Green Infrastructure corridor as identified on Figure 54 of the *Greater Cambridge Local Plan - First Proposals document*.

New or enhanced walking and cycle routes

- 7.6.18. The emergency and maintenance access track that runs for the majority of the route will also provide enhanced pedestrian, bicycle and equestrian access to the Green Belt and open countryside, supporting active travel and healthy, sustainable communities.
- 7.6.19. The E emergency and maintenance access track will also enhance access and connectivity for the public and local communities particularly to the West Cambridge Green buffer - Coton Corridor area as identified on Figure 54 of the *Greater Cambridge Local Plan - First Proposals document*.

Improved access to new, enhanced or existing recreational and playing field provision

- 7.6.20. The emergency and maintenance access track will also provide enhanced access to the existing recreational areas and playing fields such as those served by the existing Rifle Range Path (currently a private means of access) promoting healthy living through the proposed cycle and pedestrian provision and enhanced access.

GREEN BELT - VERY SPECIAL CIRCUMSTANCES

- 7.6.21. Having established that the Scheme is 'inappropriate development' as it will not preserve the Openness of the Green Belt and does conflict with certain purposes of including land within it (Table 7-1) it is necessary to consider whether 'very special circumstances' exist to support the development. The 'very special circumstances' case is considered as part of the planning balance in section 9 of this Statement.

7.7 IMPACTS ON OPEN SPACE

- 7.7.1. An Open Space Assessment has been undertaken (Document ref: CtoC-19-00) to identify potential areas of Open Space land that may be impacted during the construction and operational phases of the Scheme.
- 7.7.2. Open Space considerations are relevant to the Scheme in two separate but related contexts:
- **Local Plan Open Space** - Where the Open Space land is designated as such, or should be considered as such, in planning policy terms; and
 - **Special Category Open Space** - Where the land is Open Space for the purposes of the Acquisition of Land Act 1981 ('the 1981 Act') because it is proposed the Open Space be acquired compulsorily.
- 7.7.3. There are numerous definitions of what constitutes Open Space and these are different as they relate to both of the above-mentioned contexts.

LOCAL PLAN OPEN SPACE

- 7.7.4. The definitions of Open Space as set out in national and local planning policy are set out in full in Table 2-1 of the Open Space Assessment (Document ref: CtoC-19-00). The term 'open space' is defined in Glossary to the NPPF as:

"Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity."

- 7.7.5. Of particular note in terms of planning policy, noting the location of the Open Space potentially impacted by the Scheme is Policy 67 of the Cambridge Local Plan (this also aligns with the requirements of Paragraph 103 of the NPPF 2023) and Policy SC/8 of the South Cambridgeshire Local Plan.

SPECIAL CATEGORY OPEN SPACE

- 7.7.6. Special Category Open Space is defined in Section 19(4) of the 1981 Act as '*land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground*'. The land in question must also be proposed for compulsory acquisition to be within the 1981 Act definition of Open Space.
- 7.7.7. The definition of Open Space in the 1981 Act is a more restricted definition than the definitions to be found in national and local planning policy. It is likely that Open Space land that falls within the 1981 Act definition will also fall within the policy definitions set out in national and local planning policy. The wider definitions in planning policy may mean that Open Space in planning policy terms is not Open Space in terms of the 1981 Act. The Open Space Assessment (Document ref: CtoC-19-00). therefore, differentiates between these two types of Open Space land.
- 7.7.8. The Open Space Assessment (Document ref: CtoC-19-00) identifies the areas of Open Space land that fall within either (or both) of the two contexts noted above, that have the potential to be impacted by the Scheme.

SUMMARY OPEN SPACE ASSESSMENT METHODOLOGY

- 7.7.9. The study area for the Open Space Assessment (Document ref: CtoC-19-00) was firstly established using the Order limits (Limits of Deviation and Limit of Land to be Acquired or Used) as shown on

the Works and Land Plans (document ref - CtoC-12-D01-00) that accompany the application for the Order. All 182 land plots located within the Order Limits were reviewed to identify areas of potential Open Space that may be impacted by the Scheme. Where an area of Open Space land extended beyond the Order limits (but is in part within the Order Limits) this was also considered within the assessment.

7.7.10. An initial assessment of each land plot was then undertaken using a number of data sources noted to identify if their primary function/typology was that of Open Space land. The following land use typologies were sifted out at this stage, as their primary function/typology was clearly not that of Open Space land:

- residential land uses;
- commercial, retail or industrial land uses e.g. offices, retail or industrial parks and their associated land uses such as access roads, car parking, storage, plant or machinery;
- Roads or associated areas of verges/cuttings;
- Areas of hardstanding with no recreational, environmental or amenity value, and
- greenfield or agricultural land with no recreational, environmental or amenity value.

7.7.11. The initial sift identified 14 land plots (either wholly or partially) that had potential to be Open Space land and required further analysis. The land plots considered to have potential to be Open Space land and in need of further analysis are set out in Table 7-3 below.

7.7.12. The land plots were grouped and given site numbers (Sites 1 to 6) noting their geographic location relative to each other.

Table 7--3 - Plots considered to have potential to be Open Space Land

Location	Land Plot no.	Total Area of land plot - sqm
Existing Open Space Site 1: Land between Sterling Way and Broadway – Cambourne South Cambridgeshire District Council	1-001	352
	1-002	7650
	1-003	192
	1-007	32
	1-008	216
Existing Open Space Site 2: Land to the east of the M11 – Cambridge City Cambridge City Council	14-152	285
	14-153	480
	14-154	525
	14-155a	4768
	14-156a	2593
	14-158a	161

Location	Land Plot no.	Total Area of land plot - sqm
Existing Open Space Site 3: Land south of the Cambridge University Sports Facility – the 'Top Pitch' Cambridge City Council	16-164	25035
Existing Open Space Site 4: Rifle Range Path Cambridge City Council	16-178 (section of)	20721
Existing Open Space Site 5: Land west of the University Rugby Club - University Rugby Club practice pitch Cambridge City Council	16-178 (section of)	20721
Existing Open Space Site 6: Entrance off Grange Road to the Rifle Range Path, Cambridge Cambridge City Council	17-182	399

- 7.7.13. Further analysis of these 14 land plots as set out in Table 7-3 above was then undertaken supported by a site visit. Table 4-3 of the Open Space Assessment (Document ref: CtoC-19-00) sets out a summary of this detailed analysis and identifies the land plots that are considered either Local Plan Open Space or Special Category Open Space land.

LOCAL PLAN OPEN SPACE LAND TO BE LOST

Table 7-4 below summaries the areas of Local Plan Open Space land to be lost permanently as a result of the Scheme.

Table 7-4 - Local Plan Open Space land to be Lost

Site No.	Land Plot	Area of Local Plan Open Space Land
Existing Open Space Site 2: Land to the east of the M11 – Cambridge City Cambridge City Council	14-153	The area of Local Plan Open Space land lost will be approx. 480 sqm
	14-154 (Crown Land)	The area of Local Plan Open Space land lost will be approx. 524 sqm
	14-155a	The area of Local Plan Open Space land lost will be approx. 2967 sqm.
Existing Open Space Site 5: Land west of the University Rugby Club - University Rugby Club practice pitch Cambridge City Council	16-178	The area of Local Plan Open Space land lost will be approx. 1409 sqm.
Total Local Plan Open Space to be lost		5380 sqm

SPECIAL CATEGORY OPEN SPACE LAND TO BE LOST

Table 7-5 below summaries the areas of Special Category Open Space land to be lost permanently as a result of the Scheme.

Table 7-5 – Special Category Open Space land to be Lost

Site No.	Land Plot	Area of Local Plan Open Space Land
Site 2: Land to the east of the M11 – Cambridge City Cambridge City Council	14-153	The area of Local Plan Open Space land lost will be approx. 480 sqm
	14-154 (Crown Land)	The area of Local Plan Open Space land lost will be approx. 524 sqm
Total Special Category Open Space to be lost		1004 sqm

- 7.7.14. It should again be noted that all Special Category Open Space also falls within one or more of the policy definitions and so is both Special Category Open Space land and Local Plan Open Space land.

CONCLUSION ON IMPACTS ON OPEN SPACE

- 7.7.15. The Scheme would result in the permanent loss of 5380 sqm of Local Plan Open Space across two locations within the administrative area of Cambridge City Council – one to east of the M11 at the existing City Wildlife Site (referred to as Existing Open Space site no. 2) and an area of the University Rugby Practice Pitch near Grange Road (referred to as Open Space site no. 5).
- 7.7.16. In accordance with Policy 67 of the Cambridge Local Plan 2018, the loss of Local Plan Open Space will be required to be replaced by way of the provision of Replacement Open Space Land.
- 7.7.17. A long list of Potential Open Space sites was then identified using as a guide, Policy 67 of the Cambridge Local Plan 2018 which states that such replacement sites should be '*within a short walk (400m) of the original site*'. Potential sites capable of providing of at least 5380 sqm of Replacement Open Space land within a short walk (approx.400m) of Site no. 2 were therefore considered further. A long list of nine potential sites were identified within approx. 400m walking distances from Existing Open Site no. 2. A map of the long list of sites is provided in Appendix F of the Open Space Assessment (Document ref: CtoC-19-00).
- 7.7.18. An initial sift of the long list of Potential Open Space sites was then undertaken with justification for any that were sifted out provided. The remaining short list of Potential Open Space sites were then subject to more detailed analysis with a preferred site for the Replacement open Space land chosen.
- 7.7.19. Discussions with the relevant landowners were then undertaken by the projects Land Agents in terms of the proposed location and layout of the proposed Replacement Open Space land with further consultation with the Principal Planning Policy Officer at the Greater Cambridge Shared Planning Service undertaken to discuss the acceptability to the proposed quantum and location of the Replacement Open Space land.

- 7.7.20. Following the above sifting exercise and consultation it has been decided as compensation for the permanent loss of 5380 sqm of Local Plan Open Space, that the project will therefore provide 5380 sqm of Replacement Open Space in line with the requirements of Policy 67 of the Cambridge Local Plan 2018. The proposed Replacement Open Space site is to be located to the west of the proposed M11 overbridge, close to the Existing Open Space site no. 2.
- 7.7.21. The acceptability of providing a single area of Replacement Open Space land versus two separate areas of was discussed with the Greater Cambridge Shared Planning Service. It was agreed that it would be more beneficial to provide a single area of Replacement Open Space land closer to Existing Open Space site no. 2 noting the larger quantum and availability of undeveloped land on either side of the M11, the proximity to major areas of development and the greater level of accessibility for the public at this location.
- 7.7.22. Both Existing Open Space sites impacted were noted to be located within the Cambridge ward of Newham and so it is considered that the re-provision as part of a single site would not ‘increase any identified deficiencies in Open Space in the ward’ in line with the supporting text of Policy 67 of the Cambridge Local Plan. The reprovision of Local Plan Open Space land close to Existing Open Space Site no. 2 also provides better linkages with the wider ecological network, notably the City Wildlife site (NAT 23) to the east of the M11 and the Coton Countryside Reserve to the south in line with the supporting text of Policy 67 of the Cambridge Local Plan.
- 7.7.23. To mitigate for the reduced quality of the proposed site for re-provision in its current form when compared to the Existing Open Space sites, extensive environmental enhancements will be provided around and within the Replacement Open Space site to the west of the proposed M11 overbridge. This will include the creation of a bridleway, informal seating areas, habitat creation and tree planting throughout the space. With these enhancements, the Replacement Open Space land would be considered of better quality when compared to existing Open Space sites.
- 7.7.24. Policy 67 of the Cambridge Local Plan 2018 states that:
- ‘Where replacement Open Space is to be provided in an alternative location, the replacement site/facility must be fully available for use before the area of Open Space to be lost can be redeveloped’.*
- 7.7.25. Further consultation has been undertaken with the Greater Cambridge Shared Planning Service in relation to this requirement noting the proximity of the area of Replacement Open Space to the construction works required for the M11 overbridge to the north. This would introduce constraints in terms of health and safety for both construction workers and the general public at certain periods of the construction phase of the Scheme.
- 7.7.26. The Applicant has discussed the issues around access during construction and the health and safety implications with the Principal Planning Officer at the Greater Cambridge Shared Planning Service.
- 7.7.27. A draft planning condition (condition 27) has been included with the Request for Deemed Planning Permission (Document ref: CtoC-14-00) and has been agreed with Greater Cambridge Shared Planning Service to ensure that the Replacement Open Space is fully available to the public on the opening of the Scheme.
- 7.7.28. As an area of Replacement Open Space of similar size, quality and accessibility is to be provided, and a planning condition will ensure that this is secured for the use of the public once the Scheme is

brought into use, it is considered that the Scheme accords with Policy 67 of the Cambridge Local Plan 2018 and aligns with requirements of Paragraph 103 of the NPPF 2023.

Exchange Open Space land to satisfy the requirement of Section 19 (1) (a) of the Acquisition of Land Act 1981

- 7.7.29. Specific areas within the proposed Replacement Open Space have also been identified as Exchange Open Space land to satisfy the requirement of Section 19 (1) (a) of the 1981 Act. Appendix A of the Open Space Assessment (Document ref: CtoC-19-00) includes a draft of the application to the Secretary of State for a certificate under S19 of the 1981 Act that the land to be given in exchange is not less in area and is equally advantageous to the persons if any, entitled to rights of common or other rights, and the public, and that the land given in exchange has been or will be vested in persons in whole the land purchased was vested, and subject to like rights, trusts and incidents as attach to the land purchased..

7.8 IMPACTS ON SPORTS FACILITIES

- 7.8.1. It is noted that the Scheme will require land take within two existing sports facilities in the Cambridge City Council administrative area as follows:

- Land Plot 16-164 - A portion of the land plot requires the permanent acquisition of land along the southern boundary of what is referred to as the 'Top Pitch' - a training pitch, forming part of the University Sports facility. The site is noted to be in private ownership with public access only available through the University Sports Club to the north; and
- Land Plot 16-178 – a portion of the University Rugby Practice Pitch, that runs along the northern boundary of the existing pitch will be permanently acquired to facilitate the guided busway carriageway, related drainage and landscaping.

- 7.8.2. Policy 73 (Community, sports and leisure facilities) of the Cambridge Local Plan 2018 states that:

'The loss of a facility or site that was last in use as a community, sports or leisure facility will only be permitted if it is demonstrated that:

i. the facility/site can be replaced within the new development or relocated to at least its existing scale, range, quality and accessibility for its users. For leisure uses, it should satisfy peak period need; or

j. the facility/site is no longer needed'.

- 7.8.3. It is considered that these land plots should therefore be assessed further in terms of Policy 73: (Community, sports and leisure facilities) of the Cambridge City Local Plan 2018
- 7.8.4. In relation to the portion of Land Plot 16-164 (the Top Pitch), it is considered that the construction phase of the Scheme will not obstruct the use of the pitch as sports facility, with the active pitch not impacted by the works, with the playing pitch remaining fully open during the construction phase.
- 7.8.5. It is considered that the permanent acquisition of an area of the Top Pitch site does not constitute a loss of a sports facility as the proposed works and land take will not impact the active playing pitch area during the operational phase of the Scheme. The proposed permanent works include landscaping mitigation (replacing the existing boundary hedges with permanent species rich hedgerow planting) along the southern boundary of the existing pitch.

- 7.8.6. The temporary loss of a minor area of the Top Pitch outside of the active playing pitch along its southern boundary to facilitate soft landscaping in the operational stage is therefore not considered to require further assessment in line with Policy 73 of the Cambridge Local Plan 2018.
- 7.8.7. In relation to the portion of Land Plot 16-178 (the University Rugby Practice Pitch), this is noted to be designated Protected Open Space in the Cambridge City Local Plan 2018.
- 7.8.8. It is considered again that the construction phase of the Scheme will not obstruct the use of the pitch as sports facility, with the active pitch not impacted by the works. The projects land agents have been in discussions the relevant landowners in relation to maintaining access to the practice pitch and infrequent sporting events that are held on the site, during the construction phase of the Scheme.
- 7.8.9. The area of pitch to be acquired permanently as part of land plot 16-178 in this location will be 1409m² approx. This equates to 15% approx. of the total extent of the existing Protected Open Space allocation at this location.
- 7.8.10. The busway will run along the northern boundary of the practice pitch with provision for groundworks to raise the ground levels through cut and fill to cater for the busway that will run along the northern boundary of the practice pitch. Soft landscaping (grassland) is proposed to run along the southern boundary of the proposed route. The existing fence at this location will be reinstated as the boundary of the University Rugby Club Practice Pitch, with a permanent access created at its eastern end off Rifle Range Path.
- 7.8.11. It is considered that the permanent acquisition of an area of the rugby practice pitch does not constitute a loss of a sports facility as the proposed construction works and permanent land take will not impact the active playing pitch area in its permanent state, with the proposed landscaping works replacing the existing area of grassland like for like.
- 7.8.12. The loss of a minor area of the rugby practice pitch along its northern boundary to facilitate soft landscaping is therefore not considered to require further assessment in line with Policy 73 of the Cambridge Local Plan 2018.

7.9 ENVIRONMENTAL IMPACTS

- 7.9.1. The below matters have been considered in detail in the ES. The process of EIA includes the ES preparation, publication and consultation; the collation of any other environmental information and representations made by relevant bodies and the public about the environmental effects of the Scheme; and the steps required of the Secretary of State in examining the environmental information (including the ES and consultation responses), in reaching a reasoned conclusion on the Scheme's likely significant effects on the environment, as well as the integration of that conclusion into the decision as to whether planning permission or consent is to be granted and, if it is, the appropriateness of proposed monitoring measures.
- 7.9.2. The ES (Document ref: CtoC-10-ES0-00) includes a mitigation register that provides a summary of the environmental mitigation proposed along the route, together with the environmental objective and a description of the mechanism proposed to secure them. These are presented, alongside a reference to where each environmental mitigation is secured in the draft Order documentation.
- 7.9.3. As reported in the ES (Document ref: CtoC-10-ES0-00), it is considered that the following environmental factors are worthy of further consideration as part of the planning appraisal:

- Heritage;
- Landscape and Visual;
- Ecology;
- Irreplaceable Habitats;
- Noise & Vibration;
- Air Quality;
- Greenhouse Gases;
- Water;
- Climate Resilience
- Materials and Waste
- Soils, Geology and Land Contamination; and
- Best and Most Versatile agricultural land.

7.9.4. When assessing each of the above, the full hierarchy of relevant national and local policies, along with other relevant material considerations, as set out in section 6 of this Statement will be referred to.

HERITAGE

- 7.9.5. The Application is accompanied by a Heritage Impact Assessment (incorporating the Historic Environment Desk-Based Assessment (HEBDA)) and a Heritage Statement (Appendix TR7.1) as part of Technical Report 7 (Heritage) of the accompanying ES (Document Ref: CtoC-11-TR07-00).
- 7.9.6. In line with Paragraph 200 of the NPPF 2023 the HEBDA assesses the impact of the Scheme on buried heritage assets and above ground heritage assets within or immediately around the Application Site. The HEBDA also considers impacts on the historic character and setting of designated assets within and beyond the Application Site. The Heritage Statement provides an understanding of the heritage significance of the West Cambridge Conservation Area.
- 7.9.7. For proposals affecting heritage assets, Paragraph 200 of the NPPF requires an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Section 4 of the HEBDA provides a description of known or potential buried heritage assets and above ground heritage assets within or immediately around the Scheme and includes a professional opinion on the heritage significance of these assets in Section 5 for buried heritage assets and Section 6 for above ground heritage assets. Section 4 of the Heritage Statement provides a description of the West Cambridge Conservation Area and is accompanied by a statement of their significance in Section 5.
- 7.9.8. Paragraph 205 of the NPPF states that *‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be).’* The impacts of the Scheme are assessed in Section 7 of the HEBDA and Section 6 of the Heritage Statement.
- 7.9.9. Paragraphs 205 to 208 of the NPPF 2023 address the possibility that heritage assets may be harmed or lost through alterations, destruction, or from development within their setting. These paragraphs identify that this harm ranges from less than substantial to substantial or total loss of significance.

Below Ground Heritage – Non-Designated Assets

- 7.9.10. The Heritage Statement concludes that archaeological survival is anticipated to be high across the Application Site where it crosses previously undeveloped agricultural land. The majority of this land is currently under arable cultivation and successive ploughing over time may have truncated potential archaeological features which would lie directly beneath the topsoil.
- 7.9.11. There have been 17 previous archaeological investigations undertaken within the Application Site comprising non-intrusive surveys (aerial photographic, LiDAR and geophysical survey), trial trenching and targeted excavation associated with previous schemes which the present Site overlaps. This is being followed up by a programme of archaeological trial trenching due for completion in Spring 2023 to enable a detailed mitigation strategy to be developed.
- 7.9.12. The results of the 2023 trial trenching have identified six specific areas of significant archaeological remains. Mitigation is likely to take the form of a targeted excavation (preservation by record) well in advance of the commencement of ground works across all areas where disturbance is proposed. Alternately a programme of 'strip, map and record' could be employed alongside the preliminary construction works (site strip) to ensure all potential archaeological remains were not removed without record. This would need to be programmed with adequate time for the recording of archaeological features. This would ensure that any archaeological assets were not removed without record prior to construction works.
- 7.9.13. Any archaeological mitigation works will to be undertaken in accordance with a Written Scheme of Investigation (WSI) in line with draft condition 6 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00). The WSI would be approved by the relevant local planning authorities Archaeological Advisor and would protect any underlying archaeology in the area and secure appropriate mitigation in accordance with policy NH/14 of the South Cambridgeshire Local Plan (2018) and Policy 61 of the Cambridge City Council Local Plan (2018).
- 7.9.14. The Heritage Impact Assessment (Document Ref: CtoC-11-TR07-00) reports that the magnitude of change to the physical remains following the conclusion of the approved archaeological mitigation works would be unchanged for all of the buried heritage assets. However, the significance of effect following the implementation of mitigation in the form of archaeological recording would be a negligible residual effect (not significant/less than substantial harm). Whilst the physical elements of the remains are lost, creation of an archaeological record (mitigation and subsequent dissemination/publication of the results has the effect of reducing the overall environmental effect. Therefore, the overall environmental effect would be reduced to negligible.
- 7.9.15. Paragraph 209 of the NPPF 2023 states that:
- 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'.*
- 7.9.16. The reported less than substantial harm to these non-designated assets will be balanced with the wider benefits of the Scheme as set out in section 3 of this Statement and is considered further as part of the planning balance in section 9 of this Statement.

Above Ground Heritage

- 7.9.17. The eastern end of the Scheme extends into the West Cambridge Conservation Area. As the Scheme has a direct impact on this designated heritage asset, the application is supported by a separate Heritage Statement (Appendix TR7.1 of Document Ref: CtoC-11-TR07-00).
- 7.9.18. The Heritage Statement (Appendix TR7.1 of Document Ref: CtoC-11-TR07-00) concludes that the Scheme would result in 'less than substantial harm' to the following assets:
- The Coton Conservation Area (A133) northern boundary lies 100m south of Section 3 of the Scheme alignment. The character of the conservation area is defined by its Grade I listed 12th century parish church, a further 12 designated heritage assets and by the visual and historic relationships of these assets to each other;
 - Schlumberger Gould Research Centre and attached perimeter wall to the north (late-20th century, listed Grade II*) 130m north of the Scheme alignment;
 - Former Entrance Lodges to Childerley Hall (a pair of mid-20th century lodge cottages, non-designated asset) 50m south of the Scheme alignment in;
 - West Cambridge Conservation Area;
 - Clare Hall, University of Cambridge, Grade II* listed;
 - Elmside, including boundary wall and gate, Grade II listed;
 - 48 Grange Road, Grade II listed; and
 - 5A&B Herschel Road, a locally listed building.
- 7.9.19. The Scheme will result in visual impacts to the setting of these heritage assets as well as noise impacts from additional bus traffic. All of these heritage assets will maintain their visual prominence within the streetscape and their relationship with other key heritage assets including the West Cambridge Conservation Area.
- 7.9.20. In light of the low levels of harm and the lack of direct physical impact to historic buildings, there are no recommendations for mitigation for above ground heritage assets and so no proposed draft planning conditions are included within the Request for Deemed Planning Permission (Document ref: CtoC-14-00).
- 7.9.21. Noting that Scheme would result in less than substantial harm to these assets, it is considered that paragraph 207 of the NPPF 2023 is not relevant. However, Paragraph 208 of the NPPF 2023 states that:
- 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'.*
- 7.9.22. It is considered that the less than substantial harm to these designated assets should be weighed against the benefits that the Scheme will provide in line with Paragraph 208 of the NPPF 2023, Policy 61 of the Cambridge City Local Plan 2018. The reported less than substantial harm to these designated assets will be balanced with the wider benefits of the Scheme as set out in section 3 of this Statement and is considered further as part of the planning balance in section 9 of this Statement.

LANDSCAPE AND VISUAL

- 7.9.23. The landscape design strategy for the Scheme is described in detail within the Design and Access Statement (Document ref: CtoC-17-00) that accompanies the Order application.

7.9.24. The indicative landscaping proposals through landform modification and planting seek both to limit adverse effects and, where practicable, to enhance aspects of local character and biodiversity along the proposed route. Key landscape and visual receptors have guided the development of the route with their avoidance forming part of the embedded mitigation at areas including:

- The proposed route diverges south from St Neots Road at a point west of Comberton Plantation, so avoiding the plantation;
- Key areas of existing habitat including hedgerows have been avoided or retained at areas including to the east of Cambourne and north of Bourn Airfield;
- The route runs off road to the south of the Cambridge American Cemetery and Memorial and the Madingley Wood SSSI to reduce visual impacts;
- Important tree planting along the route such as Trees protected via Tree Preservation Orders north of the University Rugby Practice Pitch and the existing poplars to the east of Coton Orchard that are to be pollarded to reduce the risk that trees will fall onto the road.

Construction Phase

7.9.25. In terms of likely effects on landscape character Technical Report 8 (Landscape and Visual) of the ES (Document ref: CtoC-11-TR08-00) reports that during the construction phase the Scheme will introduce construction related traffic into the landscape and a notable change in the character of the existing agricultural fields where construction compounds are located as well as those the scheme runs through. However, the temporary nature of construction activities along with embedded mitigation results in a very short-term effect. When considered alongside the sensitivity of landscape character areas, only Landscape Character Area 4B²⁰ (Lolworth to Longstowe Wooded Claylands) is considered to be affected, the impact being moderate adverse (significant).

7.9.26. In terms of visual effects, the Scheme would result in moderate adverse (significant) effects at a small number of receptors during the construction phase. A large adverse (significant) effect is reported for the users of Public Right of Way (Barton 20/1) when looking north due to short distance views of construction activities introduced into open agricultural fields to the north of Coton.

Operational Phase

7.9.27. During the operational phase the Scheme will result in the partial loss of areas of arable land by introducing built elements, lighting and vehicles into the landscape. It is predicted that LCA 4B will be subject to a moderate adverse (significant) effect at year 1, however following the establishment of embedded mitigation as set out on the Deemed Planning drawings (Proposed Site Plans – sheet 1 to 17) (Document ref: CtoC-16-00) by year 15 this would reduce to Slight-moderate adverse effect (not significant).

7.9.28. In terms of visual effects, during the operational phase the effects are anticipated to range from neutral to moderate adverse, due to short distance views of the Scheme on previously open agricultural fields along the route.

²⁰ Greater Cambridge Shared Partnership, 2021, Greater Cambridge Landscape Character Assessment

- 7.9.29. As the new planting set out on the Deemed Planning drawings (Proposed Site Plans – sheet 1 to 17) (Document ref: CtoC-16-00) establishes throughout the operational phase, it will enhance visual amenity and further screen the Scheme from the receptors. Following establishment of embedded mitigation planting adverse effects are not anticipated to be significant in any of the visual receptors.

Landscaping and Biodiversity Enhancements

- 7.9.30. It is considered that the primary mitigation embedded as part of the optioneering process, along with secondary mitigation (hard and soft landscaping) and the below noted landscape and biodiversity enhancements meet the objectives of item (a) of Paragraph 180 of the NPPF 2023 with the landscape design principles of the Scheme being sympathetic to local character and history of the area and the setting of Cambridge City, whilst encouraging an innovative solution to the congestion along the A428 and A1303 and supporting the economic, social and environmental objectives of the NPPF 2023 through providing a sustainable form of transport linking areas of increased housing densities along the proposed route.
- 7.9.31. As part of the Scheme significant new areas of landscaping and biodiversity enhancement are proposed at:
- Bourn Airfield - Creation off woodland/hedgerow habitats adjacent to and surrounding the new attenuation pond to provide dark and green corridor for bats and other wildlife;
 - Semi-mature tree planting surrounding the junction northeast of Wellington Way;
 - Semi-mature tree planting surrounding the junction north of St Neots Road and woodland planting to the north;
 - Planting of Semi-mature trees and native woodland to the northwest and north of the Scotland Farm Park and Ride site including the development of an attenuation basin with ecological enhancement creating an amenity area, accessible to the public
 - Clusters of Semi-mature tree proposed around Long Road Junction
 - Bunds created either side of Scheme north of Coton;
 - Bat landscaping features (raised bunds) south of Crome-Lea Business Park, north of the reservoir at Coton; and
 - Planting along the sections of the route through the West Cambridge area to its junction with Grange Road.
- 7.9.32. A variety of local planning policies include consideration of landscaping and visual impacts but in summary the mitigation and enhancements provided are considered to accord with Policies 4, 17, 18, 34, 55, 56 and 60 of the Cambridge Local Plan 2018 and Policies S/4, HQ/1, NH/2, NH/6, NH/8, E/2, SC/9 of the South Cambridgeshire Local Plan 2018.
- 7.9.33. Detailed hard and soft landscaping plans will be submitted to the relevant local planning authority in line with draft planning condition 17 of the Request for Deemed Planning Permission (Document ref: CtoC-14-00). These would protect the local landscape and enhance visual amenity in accordance with local policies noted above

ECOLOGY

7.9.34. Paragraph 186 (a) of the NPPF 2023 states that:

‘When determining planning applications, local planning authorities should apply the following principles:

(a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused’

7.9.35. Policy 69 (Protection of sites of biodiversity and geodiversity importance) and Policy 70 (Protection of priority species and habitats) of the Cambridge Local Plan 2018 along with Policies NH/4 (Biodiversity) and NH/5 (Sites of Biodiversity or Geological Importance) of the South Cambridgeshire Local Plan 2018 are considered of relevance to this environmental factor.

7.9.36. The Sustainable Design and Construction SPD (2020) and Greater Cambridge Biodiversity SPD (2022) are also considered of relevance.

7.9.37. Technical Report 5 (Ecology) of the accompanying ES (Document ref: CtoC-11-TR5-10) describes and contains the detailed findings of the ecological assessment of the Scheme.

International and National Designated Sites

7.9.38. Eversden and Wimpole Woods, located approximately 6.5km south of the Application Site, are together internationally designated as a SAC. A colony of Brabastelle Barbastella Barbastellus (Annex II Species) is associated with the trees in Wimpole Woods.

7.9.39. Technical Report 5 of the accompanying ES (Document ref: CtoC-11-TR5-00) refers to information prepared as part of the Habitats Regulations Assessment Appropriate Assessment that accompanies the Order application (Appendix TR5.11 of Document ref: CtoC-11-TR5-00).

7.9.40. Several mitigation measures are included in the Scheme to ensure adverse effects on this site and bats are avoided. Potential impacts on bats have been the focus of much of the ecological assessment work undertaken as part of the Scheme, not least due to the ancient woods in the wider area that provide roosts for them, including the rare barbastelle bat.

7.9.41. Although the Scheme affects no bat roosts, and the habitat it displaces will be more than replaced, there are certain commuting routes that bats use when travelling between roosts and feeding areas. Surveys have identified where these routes are and, as a result, the Scheme includes specific tree planting and mounding (Bat Hop-Overs – see section 5.6 of this Statement) so that bats can cross the guided busway with little risk of collision. The guided busway service will, in any case, mostly operate during the daytime. Monitoring of habitats and mitigation features will be undertaken to determine effectiveness of mitigation of likely significant effects and identify any appropriate remedial actions.

7.9.42. Other sites with statutory designations, including Madingley Woods SSSI located 260m north; Caldecote Meadows SSSI, 1.6km south; Hardwick Wood SSSI, 1.7km south, will be unaffected, either directly or indirectly, by the Scheme.

Locally Designated Sites

7.9.43. Of the 12 non-statutory sites located within 1km of the Scheme, four are located within the Scheme boundary, Coton Orchard and the Coton Path hedgerow (both county wildlife sites), and the scrub

east of the M11 verge and Bin Brook (both city wildlife sites). The Scheme will not result in significant effects at these sites.

- 7.9.44. The Bin Brook habitat (a city wildlife site) will be subject to negligible land take (30m² and under 0.5% of the site). The affected area is already impinged by the existing bridge brick stanchions built into the banks of the brook. The notable pollarded willow trees will be unaffected, and water vole, evidence for which was noted south of the works, are expected to benefit from the wider flood mitigation measures and associated landscaping that will be introduced south of the bridge. The footprint of the new bridge will be similar to the existing structure, and any change to shading on sensitive receptors in the watercourse will be negligible.

Habitats - Hedgerows

- 7.9.45. Approx 1.3km of hedgerows along with mixed deciduous woodland (a little under two hectares) will be lost as a result of the Scheme at various locations across the Application Site.
- 7.9.46. One of the fourteen hedgerows surveyed within the Order limits qualified as important under the Wildlife and Landscape criteria of the Hedgerow Regulations 1997. Hedgerow 11 qualifies due to having six species per 30m of hedgerow with four associated features.
- 7.9.47. The preferred alignment of the Scheme has been optioneered to avoid important ecological features such as Important Hedgerows as far as reasonably practicable, with this iterative optioneering process described in Chapter 4 of the ES (Evolution of the Scheme) (CtoC-10-ES0). It is considered alternate alignments would result in similar impacts noting the rural nature of the broad route of the Scheme. Noting this process and the justification it provides for the preferred alignment; it is considered that impacts on Important Hedgerows cannot be avoided.
- 7.9.48. A little over 300m² (under 5%) of the Coton Path hedgerow (a designated a county wildlife site) will be removed, though no rare or notable plant species were recorded in the affected part. This impact should be seen in the context that, in addition to the ecological mitigation and enhancements (see section 5.6 of this Statement) proposals for habitat compensation have been designed with regard to the impacts on hedgerows. Mitigation measures include the creation or enhancement of 165m of new species rich hedgerow habitat will be created south of Coton Path as part of the Scheme.
- 7.9.49. Much of the hedgerow's importance to wildlife will be offset as compensation habitats develop. New hedgerows will mitigate for those lost.

Habitats – Coton Orchard

- 7.9.50. An area of high ecological interest is Coton Orchard. This 100-year-old orchard will be crossed by the proposed route of the Scheme. Given the environmental sensitivity of the orchard, the project's lead ecologist, arboriculturist and engineer discussed possible variations to the proposed alignment of the Scheme as presented in the 2022 public consultation, with the objective of finding an alignment that would lessen potential ecological impacts.
- 7.9.51. An alternative more northerly alignment was identified as one that takes the opportunity of using a gap between the oldest trees, so avoiding the need to fell them. It also followed a route eastward that lowers the potential ecological impact further, due to it affecting fewer orchard trees and less of the mature orchard habitat. The alternative route did however follow a more central route through the orchard and would have required greater land take to enable earthworks required for that alignment.

- 7.9.52. The decision to keep the consultation alignment as the preferred option was made on the basis of its impact on farmland west of the orchard and of Cambridge Road. The alternative route, though with lessened ecological impact in the orchard, would have moved northwards across the farmland, resulting in greater severance. When comparing the two, the landowner of the farmland expressed a preference for the consultation route. And with no preference expressed by the orchard owner for one route over the other, the decision was made to retain the alignment as per the 2022 consultation alignment.
- 7.9.53. The orchard is locally valued for its habitats and the different animals this support. The large majority of the orchard will remain, and the Scheme will include fencing to minimise risk of collisions, as well as underpasses to allow badgers and other wildlife to cross safely. The orchard supports a notable range of insect, including some nationally rare species. The remaining part of the orchard will continue to support these, and new habitat along the route and in adjacent areas will also provide an important refuge for insects and other wildlife.
- 7.9.54. The loss of a little under half a hectare of traditional orchard habitat (which does not include all of Coton Orchard) is predicted to be a likely significant effect. Semi-mature tree planting along the Scheme is proposed as it traverses Coton Orchard, particularly to the east of the orchard to maintenance of existing bat flight paths and compensate for loss of existing woodland.
- 7.9.55. There are 13 live specimens of old apple trees in Coton Orchard, believed to date from the foundation of the orchard (or soon after) in 1922, that were assessed further in line with the definition of ‘veteran trees’ as set out in the NPPF 2023 and were considered in terms of potential impacts from the Scheme. This is considered further under paragraphs 7.7.75 to 7.7.86 of this Statement below.

Ecological Mitigation

- 7.9.56. The Scheme has been designed to ensure primarily that the most valuable habitats are retained, and impacts are avoided where possible. As detailed within the accompanying ES (Document ref: CtoC-10-ES1-00), where impacts cannot be avoided during the construction phase, essential construction mitigation methods will be utilised as set out in the CoCP (Document ref: CtoC-26-00 - relevant sections set out below):
- Lighting (see Section 3.8 of the CoCP);
 - Control of dust (see Section 5 of the CoCP);
 - Protection of retained habitat, including trees (see Section 9 of the CoCP);
 - Control of noise and vibration (see Section 10 of the CoCP); and
 - Control of water quality and flow (see Section 13 of the CoCP).
- 7.9.57. In addition to the measures described in the above sections of the CoCP (Document ref: CtoC-26-00) management of construction activities to minimise ecological effects will include, where relevant:
- Clearance of vegetation suitable for nesting birds outside of the nesting bird period (generally between March to August);
 - Provision of appropriate watching briefs and ecological clerk of works where necessary to be implemented during construction works;
 - Sensitive habitat removal, relocation or translocation of species, soils and plant material (detailed within the ES where required and subsequent mitigation strategies);
 - Reinstatement of any areas of temporary habitat loss and any arrangements necessary for displaced species to maintain long-term conservation status of those species concerned;

- Restoration and replacement planting (e.g. trees, hedgerows, scrub and grassland) to reinstate any retained habitats adversely affected during construction; and
- Use of by-products of construction to enhance mitigation provision (e.g. use of felled timber to provide dead wood habitat).

- 7.9.58. The mitigation measures set out within the CoCP (Document ref: CtoC-26-00) will be implemented during construction through the approval of LEMPs in line with draft planning condition 4 included with the Request for Deemed Planning Permission (Document ref: CtoC-14-00).
- 7.9.59. To contribute to use of the Scheme as a Green Corridor during its operational phase a number of green habitat areas are being proposed including Callow Brook amenity area to the east of the Scotland Farm Travel Hub and to the west of the University Sports Ground (see section 5.6.5 of this statement). Indicative landscaping plans have been submitted as part of the Planning Direction drawings. The indicative landscape plans show at an outline level the proposed approach to both hard and soft landscaping along the route.
- 7.9.60. Future detailed landscaping plans including details of planting types and management plans will be submitted to the relevant local planning authority for approval in line with the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00). These will need to accord with the landscaping layouts as shown on the Deemed Planning Drawings (Proposed Site Plans – sheets 1 to 17).

Biodiversity Net Gain

- 7.9.61. An assessment of BNG has been completed in support of a BNG strategy that describes how the Schemes commitment to delivering a minimum of 10% Biodiversity Net Gain (BNG), with the aim of achieving 20%. This is in line with the local authorities' aspiration of 20% net gain as set out the Greater Cambridge Shared Planning Biodiversity SPD (February 2022). BNG is over and above the biodiversity mitigation and compensation measures identified to mitigate likely significant effects as reported in Technical Report 5 of the ES (Document ref: CtoC-11-TR5-00).
- 7.9.62. The Natural England Biodiversity Metric 4 has been used to calculate BNG, as set out in the Biodiversity Statement and Biodiversity Net Gain Assessment (Appendix TR5.7 of Document ref: Document ref: CtoC-11-TR5-00). This metric assigns relative values to habitats depending on a range of factors such as distinctiveness, condition, and scarcity. The metric then combines these factors with the area of each habitat impacted, to provide a score for the change in biodiversity units.
- 7.9.63. Time to maturity will depend on the habitat type, and the calculated BNG habitat area takes this maturation time into account. However, as well as overall habitat gain, BNG will provide additional benefits for the fauna they support, including bats, birds, mammals and invertebrates.
- 7.9.64. The measures proposed to achieve this net gain will be implemented via the approval of a Biodiversity Net Gain Plan in line with draft condition 14 of the proposed planning conditions included with the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

Summary

- 7.9.65. The Scheme has followed the mitigation hierarchy as set out in Paragraph 186 (a) of the NPPF 2023 to avoid losses in biodiversity and achieve a positive outcome where possible for BNG and adopts the applicable hierarchy of avoiding adverse effects where possible, mitigating those impacts that are unavoidable, and compensating those impacts that cannot be mitigated. It is therefore considered that the Scheme has adhered to the mitigation hierarchy in line with Paragraph 186 (a)

of the NPPF 2023 and has provided mitigation that the Applicant is committed to. The Scheme is also considered to accord with Policy 69 (Protection of sites of biodiversity and geodiversity importance) and Policy 70 (Protection of priority species and habitats) of the Cambridge Local Plan 2018 along with Policies NH/4 (Biodiversity) and NH/5 (Sites of Biodiversity or Geological Importance).

- 7.9.66. Furthermore, the Scheme is consistent with the objectives of Sustainable Design and Construction SPD (2020) and Greater Cambridge Biodiversity SPD (2022).

IRREPLACEABLE HABITATS

- 7.9.67. In respect of irreplaceable habitats, paragraph 186 c) of the NPPF 2023 sets out that:

‘c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons, and a suitable compensation strategy exists;’

- 7.9.68. Policy NH/7 of the South Cambridgeshire Local Plan 2018 states that:

‘Planning permission will be refused for development resulting in the loss or deterioration of ancient woodland (as shown on the Policies Map) or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

Development proposals affecting ancient woodland or veteran trees will be expected to mitigate any adverse impacts, and to contribute to the woodlands or veteran tree’s management and further enhancement via planning conditions or planning obligations.’

- 7.9.69. The supporting text to Policy 70 (Protection of priority species and habitats) of the Cambridge City Local Plan 2018 also states that:

‘The following additional habitats found within Cambridge have also been identified as local priorities for action in the Cambridgeshire and Peterborough Biodiversity Action Plan:

- *veteran trees, including pollard willow (particularly along the River Cam)’*

- 7.9.70. The Order application is accompanied by an Arboricultural Technical Note (Document ref: CtoC-11-TR14-00). The overarching assessment is supplemented by additional studies that focused respectively on the status of the oldest apple trees in the Coton Orchard area that may potentially be affected by the Scheme.

- 7.9.71. With respect to considering irreplaceable habitats and specifically veteran trees, the NPPF 2023 defines an ancient and/or veteran tree as:

‘A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.’

- 7.9.72. There are 13 live specimens of old apple trees in Coton Orchard, believed to date from the foundation of the orchard (or soon after) in 1922, that were assessed further in line with this definition and were considered in terms of potential impacts from the Scheme.

- 7.9.73. Two of the 13 trees (referred to as T9 and T12) would qualify as veteran trees under the NPPF 2023 definition.
- 7.9.74. The buffer zone for T12 is south of the draft Order limit boundary and is not predicted to be impacted.
- 7.9.75. T9 is located within and at the southern edge of the draft Order limits. Measures to protect the tree as far as practicable would be implemented, with a particular focus on precise alignment details of the busway and emergency and maintenance access track and stringent protection during construction. Other mitigation measures would be developed as part of the detailed design, potentially including use of road designs to protect the root protection area
- 7.9.76. The location of T9 at the boundary of the draft Order limits should allow for its retention and protection from impact. However, it is foreseeable that there would be some development activity within the buffer for T9 that has the potential to cause detrimental impact upon the tree.
- 7.9.77. On this basis, mitigation (including compensation) measures have been developed and are set out within the TR14.2 Veteran Tree Mitigation (including Compensation) strategy, prepared in accordance with NPPF 2023 and are provided at Appendix C of the Arboricultural Technical Note (Document ref: CtoC-11-TR14-00).
- 7.9.78. Having established that the Scheme may impact this veteran tree it is necessary to consider whether 'wholly exceptional reasons' exist to support the development in line with paragraph 186 c) of the NPPF 2023. The 'wholly exceptional reasons' case is considered as part of the planning balance in section 9 of this Statement.

NOISE & VIBRATION

- 7.9.79. Paragraph 180 of the NPPF 2023 states that developments should contribute to and enhance the natural and local environment by:
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.*
- 7.9.80. Policy 35 (Protection of human health and quality of life from noise and vibration) of the Cambridge City Local Plan 2018 and Policy SC/10 (Noise Pollution) of the South Cambridgeshire Local Plan 2018 are also considered of relevance. The Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution) is also considered of relevance.
- 7.9.81. Technical Report 1 (Acoustics) of the accompanying ES (Document ref: CtoC-11-TR1-00) describes and contains the detailed findings of the assessment of noise and vibration impacts of the Scheme.
- 7.9.82. In order to help quantify the existing baseline noise environment, a comprehensive baseline noise survey was undertaken along the scheme alignment in January 2022 at five long-term monitoring locations and three short-term road traffic noise locations.

Construction Phase

- 7.9.83. Significant adverse airborne noise impacts are currently predicted at an estimated 279 receptors as a result of construction works. Predicted significant adverse vibration impacts are currently

predicted at an estimated 95 receptors as a result of construction works. These will be concentrated at Cambourne, Hardwick and Cambridge West, with small numbers at Coton, north Newnham and Grange Road. The effects will occur intermittently during construction, with only occasional periods of higher noise or vibration levels associated with particular events when the plant is working in close proximity to sensitive receptors.

- 7.9.84. The Best Practicable Means (BPM) as defined in the Control of Pollution Act 1974 will be adopted to minimise noise and vibration from construction works. The most relevant and specific commitments with respect to noise and vibration are set out below:
- Noise and vibration control at source - for example, the selection of equipment that is quiet and generates low levels of vibration, review of construction programme and methodology to consider quieter methods, location of equipment on site, control of working hours (see Section 3.8 of the ES), the provision of acoustic enclosures and the use of less intrusive alarms, such as broadband vehicle reversing warnings;
 - Acoustic screening - for example, local screening of equipment, perimeter hoarding or the use of temporary stockpiles;
 - Public Communications – for example, letter drops to nearby residents to inform them of the construction programme and any periods of significant work, as well as a phone number to contact for any complaints; and
 - Avoidance of potentially sensitive periods or events which, for example, may have been flagged during the community liaison exercise.
- 7.9.85. The embedded mitigation set out above is anticipated to reduce the overall effect of the construction activities at nearby receptors. Therefore, the noise levels predicted as a result of the construction works, as set out in Section 5, have been reduced by 5 dB based on professional judgment and experience.
- 7.9.86. A 40m buffer (as a worst-case scenario) around the limits of land to be acquired and used (LLAU) for the Scheme is presented as part of construction phase assessment to help identify the locations of receptors where it is predicted that a significant noise effect may occur as a result of the construction works.
- 7.9.87. Significant noise effects are only anticipated if the works extend beyond 10 or more days or nights in any 15 consecutive days or nights or a total number of days exceeding 40 in any 6 consecutive months. With the exception of works for the proposed Travel Hub, the retaining walls north of St Neots Road and the construction of Bin Brook Bridge, the construction works are very unlikely to exceed these duration criteria.

Construction Phase - Vibration Sensitive Facilities

- 7.9.88. An assessment of construction vibration on potentially vibration-sensitive facilities due to the use of vibratory rollers has also been undertaken. The distance at which a potentially significant effect would occur (0.1mm/s) for microscopes to 100X magnification and other equipment of low sensitivity has been calculated to be 60m for the roller in steady state operation.
- 7.9.89. The following facilities have been identified within this 60m buffer which could have particularly vibration-sensitive equipment, and will potentially be subject to likely significant effects:
- Department of Materials Science and Metallurgy;
 - Residential accommodation within West Cambridge site;
 - Mira Building;

- The Cambridge Equine Hospital;
- Department of Chemical Engineering and Biotechnology;
- Maxwell Centre;
- The Nanoscience Centre; and
- Magnetic Resonance Research Centre.

7.9.90. Once the construction programme and methodologies are known, a more detailed assessment should be undertaken to predict the vibration levels at these facilities (and potentially other facilities nearby depending on the sensitivity of equipment contained within), using details of vibration-generating plant that are likely to be used during the construction phase. It is also recommended that consultation is undertaken with the above facilities to ascertain whether there are any vibration-sensitive spaces/items and their location. Using equipment that generates minimal vibration may be required to mitigate any potentially significant impacts.

7.9.91. No development including demolition or construction works shall commence on the Scheme until a demolition & construction noise and vibration impact assessment (including the for the vibration sensitive facilities noted above) has been submitted to and approved in writing by the relevant local planning authority as part of the LEMP(s) in line with draft planning condition 4 as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

Operational Phase

7.9.92. The operational noise assessment considered noise impacts as below:

- Operational noise from road traffic - the assessment to determine the likelihood of any changes in road traffic noise levels on the surrounding road network uses forecast traffic flow data for 2041 (the year of opening) for the scenario both with and without the CtoC Scheme, and with and without the Making Connections Scheme (as conceived for public consultation in November 2022), derived from the County Council's CSRM strategic model.
- Operational noise from the Travel Hub; and
- Operational noise associated with the guided busway

7.9.93. During the operational phase of the Scheme based on the frequency of service and the vehicle specification (hybrid/electric), significant adverse effects are considered unlikely and so only effects associated with the construction phase are considered below.

7.9.94. In relation to Operational noise from road traffic, as only negligible changes are predicted as a result of the CtoC Scheme at nearby sensitive receptors, no significant effects are anticipated.

7.9.95. In relation to operational noise from the Travel Hub, given the particularly low predicted noise level levels, in comparison to the guideline criteria (British Standard - BS 4142), no significant noise effects are anticipated from the Travel Hub in the operational phase.

7.9.96. In relation to operational noise from the buses that will use the guided busway, an assessment of the potential impact of the bus movements has been undertaken during the daytime (07:00 – 23:00) and night-time (23:00 – 07:00) over a 1-hour period, using 8 movements each way from Cambourne to Caldecote, and 10 movements each way every hour from Hardwick to West Cambridge fringe as an assumption (albeit the final timetable for the buses is not currently known).

7.9.97. With the exception of receptors close to the offline section of the Scheme in Cambourne and Newnham, the proposed buses are similar in character to the existing dominant source of noise (i.e. road traffic) in proximity to the nearby sensitive receptors, and given that the target external noise

criterion will be comfortably achieved in gardens and reasonable internal noise levels achieved even with windows open, no significant noise effects are anticipated from the future bus movements. This conclusion is further supported as the predicted noise levels from the operation of the busway do not exceed the Significant Observed Adverse Effect Level (SOAEL) during the day or night-time periods.

- 7.9.98. For receptors close to the offline section of the Scheme in Cambourne and Newnham, significant adverse effects are possible as a result of the number of bus movements during the night-time period. However, in reality, fewer movements than assumed are likely during the night-time period based on the timetable profile of existing guided busway services. Consequently, once the detail on the timetable is known as well as the exact bus specification, the significant adverse effects on receptors in this area may not occur.

Summary

- 7.9.99. It is considered that the Scheme accords with Policy 35 (Protection of human health and quality of life from noise and vibration) of the Cambridge City Local Plan 2018 and Policy SC/10 (Noise Pollution) of the South Cambridgeshire Local Plan 2018 as the application is accompanied by a full assessment of potential effects in both its construction and operational phases - Technical Report 1 (Acoustics) of the accompanying ES (Document ref: CtoC-11-TR1-00).
- 7.9.100. Where significant adverse effects have been reported in the construction phase, mitigation has been set out in the CoCP (Document ref: CtoC-26-00) to ensure that best practicable means and other appropriate mitigation measures are being adhered to. It is noted that the adverse effects as part of this stage are by their nature temporary. Significant noise and vibration effects are not anticipated during the operation stage.
- 7.9.101. It is therefore considered that the Scheme has adhered to the mitigation hierarchy and has provided mitigation that the Applicant is committed to and that will be secured in line with draft planning condition 4 that will be approved in writing by the relevant local planning authority as part of the LEMP(s) - as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00).
- 7.9.102. The LEMP would be approved by the relevant local planning authorities and would protect amenity in the area and secure appropriate mitigation in accordance with Policy 35 of the Cambridge Local Plan 2018 and Policy SC/10 of the South Cambridgeshire Local Plan 2018 as well as Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution).

AIR QUALITY

- 7.9.103. Paragraph 180 of the NPPF 2023 states that developments should contribute to and enhance the natural and local environment by:
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.*
- 7.9.104. Policy 36 (Air quality, odour and dust) of the Cambridge Local Plan 2018 and Policy SC/12 (Air Quality) of the South Cambridgeshire Local Plan 2018 as well as the Sustainable Design and Construction SPD (2020) are also considered of relevance.

7.9.105. Technical Report 2 (Air Quality) of the accompanying ES (Document ref: CtoC-11-TR2-00) describes and contains the detailed findings of the assessment of the air quality impacts of the Proposed Scheme.

7.9.106. Air quality within the study area is primarily influenced by emissions from road traffic. The areas located either side of the main road corridors (A428 and A1303) and roads within the Cambridge City AQMA are the worst affected areas with respect to poor air quality.

Construction Phase

7.9.107. A construction dust risk assessment and an assessment of construction traffic emissions has been undertaken and reported in Technical Report 2 (Air Quality) of the accompanying ES (Document ref: CtoC-11-TR2-00).

7.9.108. The mitigation measures set out within the CoCP that accompanies the draft Order (Document ref: CtoC-26-00) will be implemented during construction through the approval of LEMPs in line with Condition 4 of the proposed planning conditions included with the Request for Deemed Planning Permission (Document ref: CtoC-14-00). The mitigation measures included within the CoCP are recommended in accordance with the IAQM (2014) 'Guidance on the assessment of dust from demolition and construction Version 1.1 (as amended in 2016)' and are set out in Section 5.1 of the CoCP (Document ref: CtoC-26-00).

7.9.109. On the basis of the measures that will be implemented under the CoCP (Document ref: CtoC-26-00), and given the current local air quality in the area, the proximity of sensitive receptors to the roads likely to be used by construction vehicles, and the likely numbers of construction vehicles and plant that will be used, the effects will be negligible and therefore not significant.

7.9.110. No development including demolition or construction works shall commence on the Scheme until a LEMP which shall cover all air quality matters specified in the CoCP (Document ref: CtoC-26-00) has been submitted to and approved in writing by the relevant local planning authority in line with draft condition 4 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

Operational Phase

7.9.111. Detailed dispersion modelling using ADMS-Roads (version 5.0.0.1) has been undertaken to predict changes in NO₂, PM₁₀ and PM_{2.5} concentrations for human receptors as a result of the implementation of the Scheme and is reported in Technical Report 2 (Air Quality) of the accompanying ES (Document ref: CtoC-11-TR2-00).

7.9.112. Impacts on NO₂ and particulates will be generally beneficial, with three times as many receptors experiencing a decrease in concentrations of NO₂, PM₁₀ and PM_{2.5} as would experience an increase. However, the overall impacts, both positive and negative, will not be significant.

7.9.113. 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 and reported in Technical Report 2 (Air Quality) of the accompanying ES (Document ref: CtoC-11-TR2-00). This will be secured by draft planning condition 32 in the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

Summary

7.9.114. Based on the findings of Technical Report 2 (Air Quality) of the accompanying ES (Document ref: CtoC-11-TR2-00) and proposed mitigation measures in the CoCP (Document ref: CtoC-26-00), the

Scheme is considered to be in accordance with paragraph 192 of the NPPF and NPPG (Paragraph: 008 Reference ID: 32-008-20191101 Air Quality).

7.9.115. Furthermore, the Scheme is consistent with Policy 36 of the Cambridge Local Plan 2018 and Policy SC/12 of the South Cambridgeshire Local Plan 2018 as well as the Sustainable Design and Construction SPD (2020).

GREENHOUSE GASES

7.9.116. The NPPF 2023 sets out the core national planning principle of supporting “*the transition to a low carbon future in a changing climate...*”. Chapter 9: Promoting Sustainable Transport considers how people should be limited in their need to travel and offered a genuine choice of transportation modes to reduce congestion and Greenhouse Gases (GHG) emissions. It states:

‘Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

(c) opportunities to promote walking, cycling and public transport use are identified and pursued;

(d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains’.

7.9.117. Paragraph 157 of the NPPF 2023 also urges that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change:

‘The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.’

7.9.118. Paragraph 158 of the NPPF 2023 states that:

‘Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure’.

7.9.119. The NPPF further states within Chapter 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change (under paragraph 159) that:

“New development should be planned in ways that:

(b) can help to reduce GHG emissions, such as through its location, orientation and design”.

- 7.9.120. The Climate Change Act 2008 requires at least an 100% reduction in the UK’s greenhouse gas emissions as compared to 1990 levels by 2050. The Secretary of State is under a duty to ensure that the net UK carbon account is lower than the ‘1990 baseline’. This accords with the Paris Agreement which provides an international framework to keep global warming below 2 degrees Celsius. Sustainability and carbon objectives are threaded throughout the policies of both the Cambridge Local Plan 2018 and the South Cambridgeshire Local Plan 2018. Of particular note are
- Policy 28 (Carbon reduction, community energy networks, sustainable design and construction, and water use) of the Cambridge Local Plan 2018: and
 - Policy CC/1 of the South Cambridgeshire Local Plan 2018.
- 7.9.121. Technical Report 6 (TR6: Greenhouse Gases) of the accompanying ES (Document ref: CtoC-11-TR6-00) describes and contains the detailed findings of the assessment of likely significant effects of the Scheme in terms of greenhouse gas emissions.
- 7.9.122. The assessment set out in Technical Report 6 (TR6: Greenhouse Gases) of the accompanying ES (Document ref: CtoC-11-TR6-00) is interested in any predicted change (increase or decrease) in emissions of GHGs. These include construction phase emissions such as infrastructure carbon from the manufacture of structures and processing of constituent materials, (transport and plant operation), and from maintenance, as well as from changes in land use.
- 7.9.123. It also considers User Emissions that result from end-user vehicle emissions (including the resulting modal shift (from people opting to use public transport and active travel modes instead of cars), and from changes in traffic flows on the local road network, as well as emissions from the use of the guided busway in the operational phase.
- 7.9.124. Section 4.3 of Technical Report 6 (TR6: Greenhouse Gases) of the accompanying ES (Document ref: CtoC-11-TR6-00) sets out essential mitigation measures with section 4.4 setting out further measures that will be explored as part of the Scheme’s development.
- 7.9.125. In summary, the assessment shows that the user emissions (modal shift and changes in traffic flows) are estimated to present carbon savings of -36,060 tCO₂e. These benefits will be offset by the infrastructure carbon impact (+29,130 tCO₂e) and changes in vegetation (+1,910 tCO₂e), resulting in a net carbon reduction of -5,020 tCO₂e over an assessed 60-year period.
- 7.9.126. GHG emissions arising from the Scheme are expected to account for approximately 0.0016% of the 4th UK Carbon Budget and contribute positively by 0.0003% to the 5th and 0.0004% to the 6th UK Carbon Budgets.
- 7.9.127. The magnitude of GHG emissions for Scheme are moderate adverse (significant) for infrastructure carbon and additional impact from land use change. However, the Scheme will result in a beneficial (significant) effect from user emissions.
- 7.9.128. There is potential for further carbon savings if higher modal shift is assumed, due to GCP’s promotion of the wider active travel network. Favourable policy measures that prioritise sustainable modes could unlock additional user emissions benefits.

- 7.9.129. Sensitivity tests have been run in addition to the standard scenario to see the effects of the progressive work by the City Council to deter car use (see Error! Reference source not found.). These estimate considerably higher net carbon benefits of -47,040 tCO₂e, with the Scheme becoming carbon neutral some 34 years earlier, around 2044.
- 7.9.130. This more optimistic scenario does not reflect the net impact when the wider traffic network is considered (including potential trip generation through induced demand), but ongoing and significant policy interventions which limit private vehicle kilometres in Cambridge will make these optimistic outcomes more likely. With Making Connections included as well, net carbon reductions would be higher still, although at the time of writing, plans for Making Connections had been suspended by the GCP.
- 7.9.131. The Scheme is therefore considered to accord with the objectives of Chapter 9 (Promoting sustainable transport) and Chapter 14 (Meeting the challenge of climate change, flooding and coastal change) of the NPPF 2023 as it will support reductions in greenhouse gas emissions.
- 7.9.132. It is also considered to accord with Policy 28 of the Cambridge Local Plan 2018 and Policy CC/1 of the South Cambridgeshire Local Plan 2018 as it will provide a sustainable form of transport and a reduction in carbon emissions over the life of the Scheme.

WATER

- 7.9.133. Paragraph 159 of the NPPF 2023 requires new development to be planned for in such a way that will avoid increased vulnerability to the range of impacts arising from climate change. It states:
- ‘When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure’.*
- 7.9.134. Paragraph 168 of the NPPF 2023 states:
- ‘The aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding’.*
- 7.9.135. Paragraph 169 of the NPPF 2023 states:
- ‘If it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in Annex 3’.*
- 7.9.136. Policies CC/6 (Construction Methods), CC/7 (Water Quality), CC/8 (Sustainable Drainage Systems) and CC/9 (Managing Flood Risk) of the South Cambridgeshire Local Plan (2018) and Policies 31

(Integrated water management and the water cycle) and 32 (Flood Risk) of the Cambridge City Council Local Plan (2018) are also considered relevant.

- 7.9.137. Furthermore, the Sustainable Design and Construction SPD (2020) and the Cambridgeshire Flood and Water SPD (2018) are also considered relevant.
- 7.9.138. Technical Report 13 (Water) of the accompanying ES (Document ref: CtoC-11-TR13-00) describes and contains the detailed findings of the assessment of impacts on the water environment of the Scheme including a Flood Risk Assessment (Appendix TR13.1 of Document ref: CtoC-11-TR13-00). A detailed description of the detailed surface drainage strategy is provided in Annex TR13.1.4 of the Appendix TR13.1: Flood Risk Assessment. A screening and scoping assessment under the Water Framework Directive has also been provided (Appendix TR13.2 of Document ref: CtoC-11-TR13-00).

Flood Risk

- 7.9.139. An FRA accompanies the Order application (Appendix 13.1 of Technical Report 13 (Water) of the accompanying ES (Document ref: CtoC-11-TR13-00). The FRA has been undertaken to support the EIA process in accordance with national and local policy and advise as well as standards agreed through consultation with the EA and CCC.
- 7.9.140. Although the majority of the scheme falls passes through Low Risk Flood Zone 1, some parts of the Scheme fall within the High Risk Flood Zone 3 within the Proposed Scheme's order limits. The FRA (Appendix 13.1 of Technical Report 13 (Water) of the accompanying ES (Document ref: CtoC-11-TR13-00) found that although the majority of the Scheme is within Flood Zone 1, some eastern sections of the Scheme fall within Flood Zone 3 which indicates a High Risk of flooding.
- 7.9.141. The PPG (Ministry of Housing, Communities & Local Government, 2022) and NPPF (Ministry of Housing, Communities & Local Government, 2021) state that planning authorities should complete a risk based 'Sequential Test' which is to 'steer new development to areas with the lowest risk of flooding from any source' - (Paragraph 168 of the NPPF 2023).
- 7.9.142. The route alignment has been robustly assessed against potential alternatives (Chapter 4 of the ES (Evolution of the Scheme) (Document ref: CtoC-10-ES0-00). This has demonstrated that extensive consideration has been given to potential reasonable alternatives to the Scheme prior to reaching the preferred option. The Scheme has been refined in response to known environmental constraints and there is an evidence base of surveys and background data underpinning the option selection and refinement. Considerable effort has been made to assess the potential environmental effects throughout the design process and to balance different environmental effects. Based upon the requirements of the transport route to connect certain areas, the Scheme cannot completely avoid areas of potential flooding and so it is considered that the Sequential Test has been satisfied.
- 7.9.143. As the Scheme is partly located within Flood Zone 3, the Exception Test is required to be satisfied.
- 7.9.144. Under Annex 3 of the NPPF (Ministry of Housing, Communities & Local Government, 2021) the Scheme is classified as 'Essential Infrastructure' using the flood risk vulnerability classification. 'Essential Infrastructure' developments in Flood Zone 3a or 3b require an Exception Test
- 7.9.145. The Exception Test is a method to help ensure that flood risk to people and property would be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available. This is done in combination by showing that the proposed development would provide wider sustainability benefits to the community, that

outweigh flood risk, and that potential flood risk to the Scheme and third parties as a result of the scheme can be managed.

- 7.9.146. To meet part 1 of the Exception Test it must be demonstrated that the Scheme provides wider sustainability benefits to the community that outweigh flood risk.
- 7.9.147. In summary, it is considered that the sustainability benefits of the Scheme align with the three overarching objectives of sustainable development, as set out in paragraph 8 the NPPF 2023, to outweigh any flood risk posed by the Scheme. Those benefits include transport, economic, social and environmental benefits as set out in section 3.3 of this Statement.
- 7.9.148. Only short sections of the route of the Scheme are in Flood Zone 3 and the changes in flood risk are negligible compared to the baseline position and only relate to areas already at risk of flooding. The benefits of the Scheme as set out in section 3.3 of this Statement more than outweigh these flood risks.
- 7.9.149. To satisfy Part 2 of the Exception Test a FRA is required to demonstrate the Scheme remains operational and safe for users in times of flood, results in no net loss of floodplain storage and does not impede water flows or increase flood risk elsewhere. The evidence provided in the FRA (Appendix 13.1 of Technical Report 13 (Water) of the accompanying ES (Document ref: CtoC-11-TR13-00) demonstrates that the Scheme will be safe from flooding while not increasing flood risk to others.

Drainage

- 7.9.150. The proposed route crosses two watercourses, Bin Brook and Callow Brook. Technical Report 13 (Water) of the accompanying ES (Document ref: CtoC-11-TR13-00) reports that neither watercourse will be significantly adversely affected and best practice will be followed to ensure the streams are protected from pollution and other impacts during construction.
- 7.9.151. The proposed route also crosses several land drains and overlies a principal aquifer, which is itself overlain by a thick clay layer.
- 7.9.152. Embedded mitigation in both design (a detailed description of the detailed surface drainage strategy is provided in Annex TR13.1.4 of the Appendix TR13.1: Flood Risk Assessment) and construction (through the CoCP Document ref: CtoC-26-00)) has been devised to ensure that risks to water resources are kept to a practicable minimum, and that there will be no likely significant effects. The mitigation measures set out within the CoCP that accompanies the draft Order (Document ref: CtoC-26-00) will be implemented during construction through the approval of LEMPs in line with draft planning condition 9 and a Surface Water Drainage Scheme as per draft planning condition 14 of the proposed planning conditions included with the Request for Deemed Planning Permission (Document ref: CtoC-14-00). The submission of a Surface Water Drainage Scheme in accordance with the submitted Surface Water Drainage Strategy (Annex TR13.1.4 of the Appendix TR13.1: Flood Risk Assessment).

Water Framework Directive

- 7.9.153. The Water Framework Directive assessment has concluded that two surface water bodies have the potential to be affected by the Proposed Scheme; the Bin Brook surface water body (GB105033042680) and the Old West River surface water body (GB205033043375). However, the potential for impacts is dependent upon detailed design and construction methods.

Considering this, it has been agreed with the Environment Agency that it is highly likely that these risks can be designed out or suitably mitigated during the detailed design phase. A Stage 3: Impact Assessment exercise will be conducted to demonstrate WFD compliance following consultation with the Environment Agency (EA). This is not an unknown issue and the EA is in agreement. The Scheme design team will work closely with the Environment Agency to identify opportunities for design refinement at the detailed design phase of the Scheme to maximise opportunities for working with natural processes and enhancing biodiversity.

7.9.154. The Scheme includes a number of drainage features as set out in section 5.3 of this Statement that will mitigate impacts and enhance the water environment along the proposed route.

Summary

7.9.155. It is concluded that the Scheme accords with the relevant flood risk policies contained within NPPF 2023 notably paragraphs 168 and 169. At a local level, in terms of flood risk, it is also considered that the Scheme accords with Policies CC/9 (Managing Flood Risk) of the South Cambridgeshire Local Plan (2018) and 32 (Flood Risk) of the Cambridge City Council Local Plan (2018).

7.9.156. In relation to drainage it is considered that noting the mitigation proposed and this being secured through the CoCP (Document ref: CtoC-26-00) and in the draft planning conditions as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00) that the Scheme accords with Policies CC/6 (Construction Methods), CC/7 (Water Quality), CC/8 (Sustainable Drainage Systems) and Policy 32 (Flood Risk) of the Cambridge City Council Local Plan (2018)

7.9.157. Furthermore, the Scheme is consistent with the objectives of the Sustainable Design and Construction SPD (2020) and the Cambridgeshire Flood and Water SPD (2018).

7.9.158. In relation to the Water Framework Directive, the Scheme includes a number of drainage features as set out in section 5.3 of this Statement that will mitigate impacts and enhance the water environment along the proposed route.

CLIMATE RESILIENCE

7.9.159. Paragraph 158 of the NPPF states that:

“Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure”

7.9.160. Policy 28 (Carbon reduction, community energy networks, sustainable design and construction, and water use) of the Cambridge Local Plan 2018 and Policy CC/1 (Mitigation and Adaptation to Climate Change) of the South Cambridgeshire Local Plan 2018 are considered relevant. Similarly, the objectives of the Sustainable Design and Construction SPD (2020) are also considered relevant.

7.9.161. During the Proposed Scheme's 60-year appraisal period (the anticipated lifetime of the Scheme) and 100-year lifespan for the bridges, changes in climate are likely to be experienced. Technical Report 3 (Climate Resilience) of the accompanying ES (Document ref: CtoC-11-TR03-00) describes and

contains the detailed the potential impacts of change in climate variables on the Scheme by providing an assessment of its resilience to climate change ('Climate Resilience').

Construction Phase

7.9.162. During the construction phase the CoCP (Document ref: CtoC-26-00) is set out mitigation measures and how they are to be implemented to mitigate extreme weather events, with the Principal Contractor producing a carbon management plan that will contain the following measures:

- Proposed measures to reduce significant sources of construction energy use and carbon emissions;
- The approach to procuring energy from renewable and/or low-emission sources;
- The approach to energy and carbon dioxide (CO₂) monitoring and reporting from relevant site activities; and
- Consideration of the procurement, maintenance and use of energy and carbon efficient construction plant.

7.9.163. Compliance with the CoCP (Document ref: CtoC-26-00) is a requirement of a planning condition that forms part of this submission. No development including demolition or construction works shall commence on the Scheme until a LEMP which shall cover all air climate resilience mitigation specified in the CoCP (Document ref: CtoC-26-00) has been submitted to and approved in writing by the relevant local planning authority in line with Condition 9 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

Operational Phase

7.9.164. The Project has embedded a number of mitigations as part of the design and through the application documentation that supports the request for deemed planning permission submitted with the Order–

- Attenuation will be provided within swales which will be designed to ensure a 100mm freeboard is maintained
- Attenuation basins area proposed at St Neots Road and to the west of the proposed St Neots Road junction, east of long road, north of Coton, east of the M11
- The Scheme is located above the 1 in 100 year plus 19% climate change flood level. The Flood Risk Assessment that accompanies Technical Report 13 (Water) of the accompanying ES includes allowances for climate change;
- Minor watercourse crossing have been designed to the 1 in 1000 year event (0.1% AEP) which accounts for flows greater than the 1 in 100 year plus 40% for climate change allowance; and
- Landscaping will maximise self-sustaining habitats such as woodland or grassland and limiting where possible trees that are being proposed on bunding/slopes to avoid any subsidence or dry outs

Summary

7.9.165. It is considered that the Scheme aligns with the objectives of Chapter 14 of the NPPF 2023 (Meeting the challenge of climate change, flooding and coastal change), paragraph 158 of the NPPF 2023 and the NPPG (Climate Change) with the mitigations set out above avoiding increased vulnerability to the range of impacts arising from climate change, increase the use of renewable and low carbon energy and will ensure that flood risk is not increased elsewhere.

7.9.166. Similarly, the Scheme is considered to accord with the objectives of the Sustainable Design and Construction SPD (2020) as well as Policy 28 (Carbon reduction, community energy networks,

sustainable design and construction, and water use) of the Cambridge Local Plan 2018 and Policy CC/1 (Mitigation and Adaptation to Climate Change) of the South Cambridgeshire Local Plan 2018.

MATERIALS AND WASTE

- 7.9.167. Chapter 17 of the NPPF 2023 (Facilitating the sustainable use of minerals) sets out national policy in relation to the sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs.
- 7.9.168. Policy 28 (Carbon reduction, community energy networks, sustainable design and construction, and water use) of the Cambridge Local Plan 2018 and Policy CC/6 (Construction Methods) of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD (2020) are also considered relevant.
- 7.9.169. Technical Report 10 – Material Assets and Waste of the accompanying ES (Document ref: CtoC-11-TR10-00) describes the materials required to be consumed, and waste to be generated and disposed of as part of the construction of the Scheme.
- 7.9.170. Projected material requirements for Scheme are outlined below in Table 7-6.

Table 7-6 - Schedule of estimated material use

Materials	Quantity (tonnes)	Use
Asphalt (bituminous mixtures)	41,600	Road base and surface course.
Concrete	2,200	Structures, foundations, piling, and pre-cast concrete for drainage, paving and kerbs.
Aggregate	250	Drainage
Imported soil and other earthwork material	480,000	Embankments, structures and drainage and backfill.
Steel	1,000	Concrete reinforcement, steel bridges, prefabricated elements (street lighting columns, CCTV masts and road signs etc).
Plastics (excluding packaging)	1	Polypropylene geogrid for landscaping.

- 7.9.171. The Scheme has committed (in line with regional targets) to achieve at least a 31% recycled aggregate content to ensure that the effects of material consumption are not significant. To inform a low carbon design, embodied carbon emissions of the material resource required for the Scheme will be calculated as the Scheme progresses, subsequently aiding in the reduction of material requirements.
- 7.9.172. The CoCP (CtoC-26-00) will, in response to design commitments, adopt the following mitigation measures to avoid, prevent or reduce the potential for significant adverse environmental effects:
- An estimated 80% (168,800 tonnes) of the excavated arisings comprising earthworks will be reused as fill on the Proposed Scheme.

7.9.173. The estimated quantity of waste to landfill is:

- 66,200 tonnes soil/earth
- 2,800 tonnes of demolition waste
- 1,1800 tonnes of bituminous mixtures, steel and concrete

7.9.174. The impact from this waste on existing landfill capacity in the east of England (38.1 Mm3) will be less than 1% of regional capacity, and hence not give rise to a likely significant effect.

7.9.175. No development including demolition or construction works shall commence on the Scheme until a Materials Management Plan been submitted to and approved in writing by the relevant local planning authority in line with draft condition 9 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00). A Site Waste Management Plan would be approved by the relevant local planning authorities and would consider the sourcing, transport and use, and disposal of waste and material resources, in a sustainable manner. In addition, unavoidable construction waste will be managed in accordance with the waste hierarchy and other relevant legislative requirements.

7.9.176. The mitigation measures proposed in the Scheme, including the commitments relating to the reuse of excavated materials, use of lower carbon materials and management of waste proposed to minimise the effects of the Scheme on materials and waste will ensure that the Scheme aligns with the objectives of Chapter 17 of the NPPF 2023 and also accords with Policy 28 of the Cambridge Local Plan 2018 and Policy CC/6 of the South Cambridgeshire Local Plan 2018. The proposals are also considered to align with the objectives of the Greater Cambridge Sustainable Design and Construction SPD (2020).

SOILS, GEOLOGY AND LAND CONTAMINATION

7.9.177. Chapter 15 of the NPPF 2023 sets out national policy on ‘Concerning and enhancing the natural environment’. Paragraph 180 of the NPPF 2023 sets out the provisions for planning decisions in relation to most versatile agricultural land as follows:

‘Planning policies and decisions should contribute to and enhance the natural and local environment by:

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)’.

7.9.178. Local policies considered relevant are Policy NH/3 (Protecting agricultural land), Policy CC/6 (Construction Methods) and Policy SC/11 (Contaminated Land) of the South Cambridgeshire Local Plan and Policy 33 (Contaminated land), Policy 8 (setting of the City) of the Cambridge City Local Plan 2018. Furthermore, the Sustainable Design and Construction SPD (2020) is considered relevant.

7.9.179. Technical Report 11 (Soils, Geology and Land Contamination) of the accompanying ES (Document ref: CtoC-11-TR11-00) assess the likely significant effect of the Scheme in both construction and operation upon soils, geology and land contamination. It also cites Policy 8 (setting of the City).

Construction Phase

7.9.180. The ES reports that during the Scheme’s construction works, construction workers, site users / adjacent site users and off-site land uses could come into contact with contaminated soils, dust, vapours, ground gas, ground water and sediment. Existing contamination could be mobilised during

foundation and infrastructure formation works, adversely affecting controlled waters (groundwater and surface water).

- 7.9.181. It was also found that unexploded ordnance may present a risk to all construction workers, site users and adjacent site users.
- 7.9.182. Any impacts of the Scheme on soils, geology and land contamination would be reduced to negligible with the implementation of the CoCP (Document ref: CtoC-26-00). The mitigation measures set out within the CoCP that accompanies the draft Order (Document ref: CtoC-26-00) will be implemented during construction through the approval of LEMPs in line with draft condition 9 of the proposed planning conditions included with the Request for Deemed Planning Permission (Document ref: CtoC-14-00). Draft condition 12 included with the Request for Deemed Planning Permission (Document ref: CtoC-14-00) will also require the submission of a Soil Handling Management Plan for approval by the local planning authority.

Operational Phase

- 7.9.183. Design measures and embedded mitigation would be in place specifically relating to potential contamination impacts following the completion of the construction phase. Specific measures would include:
- Remediation works where required to include removal of impacted soils;
 - Concrete design and barrier pipes to withstand any aggressive ground conditions (if identified) during the ground investigation. This would include foundations for bridges and supply pipes to the Scotland Travel Hub;
 - Re-use of chemically suitable site-won and imported soils;
 - Implementation of surface water drainage systems to include interceptors for any future fuel / chemical spills;
 - Provision of cover systems over any contamination that will remain in the ground including
 - proposed hardstanding and a clean cover of topsoil within designated open / landscaping areas;
 - Installation of ground gas protection measures (if required) within new buildings including the Scotland Travel Hub; and
 - Suitable chemical, fuel and waste storage for permanent use (where required).
- 7.9.184. With these mitigation methods in place, it is considered that Scheme would result in a negligible effect in respect of soils, geology and contamination and so the Scheme is considered to accord with the relevant parts of Paragraph 180 of the NPPF 2023 and Policy NH/3 (Protecting agricultural land), Policy CC/6 (Construction Methods) and Policy SC/11 (Contaminated Land) of the South Cambridgeshire Local Plan and Policy 33 (Contaminated land) of the Cambridge City Local Plan 2018.
- 7.9.185. Furthermore, the Scheme is consistent with the objectives of the Sustainable Design and Construction SPD (2020).
- 7.9.186. Further consideration in terms of impacts on agricultural land in line with Policy NH/3 (Protecting agricultural land) of the South Cambridgeshire Local Plan and Policy 8 (Setting of the City) of the Cambridge City Local Plan 2018 is provided in the following section.

BEST AND MOST VERSATILE AGRICULTURAL LAND

7.9.187. Paragraph 180 of the NPPF 2023 sets out the provisions for planning decisions in relation to most versatile agricultural land as follows:

‘Planning policies and decisions should contribute to and enhance the natural and local environment by:

(c) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland’.

7.9.188. Policy NH/3 (Protecting Agricultural Land) of the South Cambridgeshire Local Plan states that:

‘Planning permission will not be granted for development which would lead to the irreversible loss of Grades 1, 2 or 3a agricultural land unless:

a. Land is allocated for development in the Local Plan;

b. Sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land’

7.9.189. Criterion C of Policy 8 (Setting of the City) of the Cambridge City Local Plan 2018 states that:

‘Development on the urban edge, including sites within and abutting green infrastructure corridors and the Cambridge Green Belt, open spaces and the River Cam corridor, will only be supported where it:

safeguards the best and most versatile agricultural land unless sustainable development considerations and the need for development are sufficient to override the need to protect the agricultural value of land’

7.9.190. Policy CC/6 (Construction Methods) of the South Cambridgeshire Local Plan 2018 is also considered relevant.

7.9.191. Technical Report 11 (Soil, Geology and Land Contamination) in the ES (Document ref: CtoC-11-TR11-00) states that the measured approximate area of BMVL within the Order Limits is up to 45 hectares.

Construction Phase

7.9.192. It is proposed that an area of up to 6ha will be temporary land use and restored to the original land use.

7.9.193. Measures to reduce the potential impact on BMVL have been outlined in Section 4.0 of the CoCP (Document ref: CtoC-26-00).

7.9.194. Measures relating to the protection of soils are summarised, below:

- The measures will be implemented in accordance with the Department for Environment, Food and Rural Affairs’ (Defra) Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (2009) in relation to working on or adjacent to agricultural land.
- Surveys will be undertaken to inform agricultural restoration, landscape design and ecological mitigation measures. The surveys will recommend methods for handling and storing soils to protect their natural functions during the construction period.

- Soils will be handled under suitable weather and soil conditions using appropriate machinery (typically machinery is included in Sheets 1 to 4 of the MAFF Good Practice Guide for Handling Soils, April 2000, subsequently updated in 2024).
- Soils will be handled when least susceptible to damage and in accordance with Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.
- The storage of soils will include segregating different soils, handling soils in a dry condition, sealing of stockpiles and prevention of soil contamination including the control of weeds either via treatment or removal.
- Where land is to be reinstated to agricultural use, works will be in accordance with the contract specification, Defra guidance and under appropriately qualified supervision.

7.9.195. An agricultural land classification survey will inform the development of a LEMP(s), with the LEMP subject to approval by the relevant local planning authority as required through draft planning condition 9 as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

7.9.196. A Soil Handling Management Plan shall be prepared including 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 will subject to approval by the relevant local planning authority as required through draft planning condition 12 as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00).

7.9.197. The above measures will ensure the sustainable use of soils and BMVL where reasonably practicable during the construction phase of the Scheme in accordance with Policy CC/6 of the South Cambridgeshire Local Plan (2018) and Policy 69 of the Cambridge City Council Local Plan (2018) and aligns with paragraph 180 of the NPPF 2023.

Operational Phase

7.9.198. In the operational phase of the Scheme, the impact on BMVL beneath the footprint of the Scheme will be permanent (i.e. this will be covered in hardstanding). A total of up to 39ha of BMVL is likely to be lost as part of the Scheme.

7.9.199. The remaining permanent loss of BMVL will need to be balanced with the wider benefits of the Scheme as set out in section 3 of this statement and is considered further as part of the planning balance in section 9 of this Statement.

8

MITIGATION AND DRAFT PLANNING CONDITIONS



8 MITIGATION AND DRAFT PLANNING CONDITIONS

8.1 INTRODUCTION

- 8.1.1. This section of the statement sets out the process to secure different forms of mitigation.

8.2 MITIGATION REGISTER

- 8.2.1. Appendix ES1 (Document ref: CtoC-10-ES1-00) provides a mitigation register for the Scheme in order to itemise the necessary controls and mitigation for the scheme, and how these will be secured.
- 8.2.2. This register is intended to help the planning inspector and other stakeholders, including the relevant local authorities and statutory consultees, understand how mitigation, relied on in the ES (Document ref: CtoC-10-ES0-00) and other documents, is to be secured through the draft Order and beyond.
- 8.2.3. Environmental mitigation can be classified as primary, secondary and tertiary. Primary mitigation is inherent in the design of the Scheme and will not require special measures to be secured and delivered, though it is important that it is itemised in the register to ensure it is retained as the scheme design develops.
- 8.2.4. Secondary mitigation generally requires a mechanism beyond the granting of approval or consent; for example through undertakings and assurances, planning conditions or protective provisions; and
- 8.2.5. Tertiary mitigation exists outside the legislative framework of the TWAO or planning processes. It does not need to form part of the approvals as it is a required part of compliance under other legislative regimes; for example, the use of protected species licences from Natural England via the Wildlife and Countryside Act 1981. Many of these measures, dictating practice at the construction phase, are set out in the CoCP, and the principal contractor will be responsible for their delivery. In some cases, measures agreed with statutory regulators and undertakers through protective provisions, may usurp certain generic elements of tertiary mitigation.
- 8.2.6. As both primary and tertiary mitigation are, respectively, inherent in the design or are required as part of other legislative regimes, this section focuses on the secondary mitigation types relevant to the TWAO process and how these would be secured leading up to and after the making of the Order.

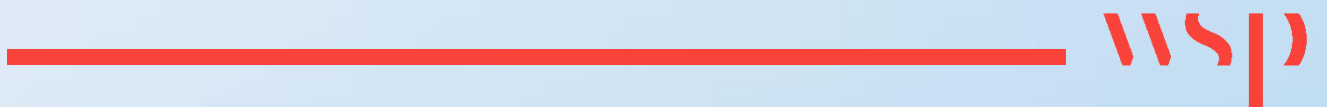
8.3 DRAFT PLANNING CONDITIONS

- 8.3.1. Different elements of secondary mitigation are included in documents that accompany the draft Order application and Request for Deemed Planning Permission (Document ref: CtoC-14-00) including:
- CoCP (Document ref: CtoC-26-00); and
 - the mitigation register, which collates each of the measures devised to address potentially likely significant effects, and which are assumed in the description of likely significant effects in Chapters 8-11 of the ES (Document ref: CtoC-10-ES0-00).
- 8.3.2. These are generally secured through planning conditions attached to any planning permission which the Secretary of State directs shall deem to be granted as part of the TWAO process.

- 8.3.3. The conditions provide that details will be submitted to and approved by the relevant local authorities who will therefore give final approval of any mitigation required as part of these conditions after the Order is made.
- 8.3.4. Certain planning conditions will secure the future submission of detailed design relating to the Scheme, including the public transport stops, overbridges and Travel Hub along with the final landscaping design.
- 8.3.5. Where it is necessary to mitigate a likely significant adverse effect of the Scheme as set out in the ES (Document ref: CtoC-10-ES0-00) and summarised in section 7 of this Statement), specific mitigation shall be secured by the imposition of planning conditions with any Planning Direction being subject to these planning conditions.
- 8.3.6. A full list of proposed planning conditions as highlighted in Section 7 above is set out in Schedule 1 to the Request for Deemed Planning Permission (Document ref: CtoC-14-00) submitted in accordance with Rule 10(6)(b) of the Application Rules as part of the TWAO application.

9

PLANNING BALANCE AND CONCLUSION



9 PLANNING BALANCE AND CONCLUSION

9.1 INTRODUCTION

- 9.1.1. This Statement has described the background to the Scheme (section 2), the need for it, with the resulting transport, economic, social and environmental benefits created for both the local and regional economy (section 3), its context (section 4) along with a summary description of the Scheme (section 5).
- 9.1.2. An appraisal of the Scheme (section 7) against the planning policy framework and other policy as material considerations (section 6) in the decision making process, has then been provided. Section 8 of the Statement then sets out the projects approach to mitigation where required in response to the impacts of the Scheme along with the mechanism to secure such mitigation also being set out.
- 9.1.3. It is then fundamental to planning decision-making that a balancing exercise occurs to consider the benefits of a scheme against its impacts and effects along with any mitigation. Again it is noted that Section 38(6) of the Planning and Compulsory Purchase Act 2004, is not considered to be engaged (see section 6.1 of this Statement). However, this section considers the planning balance given to the Scheme in terms of its accordance or conflict with the policies in the Development Plan as well as other national policy as material considerations in the decision making process and undertakes the exercise set out in paragraph 11 of the NPPF 2023 of identifying whether the Scheme would benefit from the presumption in favour of sustainable development.

9.2 THE NEED FOR THE SCHEME

It is firstly set out that there is a compelling case in the public interest for the Scheme. There is an identified need for the Scheme to address the constraints on the existing transport network in the Greater Cambridge region and the knock on impact this has on the key employment and housing growth sites in terms of future growth.

- 9.2.1. Analysis of the A428/A1303 transport corridor undertaken as part of the development of the Business Case for the Scheme (section 3 of this statement), has identified congestion pinch points along the route particularly east of Madingley Mulch roundabout along the A1303.
- 9.2.2. The development of a high public transport route will be critical to ensuring that issues with the current transport network are addressed, enabling the economic growth of the Greater Cambridge region in a sustainable manner.
- 9.2.3. The principle of the development is set out in detail in section 7.2 of this statement. In summary it is noted that the Scheme is identified in regional transport policy, with the LCTP 2023 stating that *'Public transport will be transformed by GCP's Cambourne to Cambridge scheme (the Scheme) offering segregated public transport and active travel provision'*.
- 9.2.4. The Scheme is also considered to be in alignment with national, regional and local policies as well as regional and national strategies in relation to the economy and transport and will promote GCP's overall vision to support and sustain the Greater Cambridge region as a place to live and work, where new public transport routes:
 - Offer a viable alternative to driving into Cambridge;
 - support off-road active travel for pedestrians and cyclists commuting to Cambridge; and

- link to the wider villages and towns outside of Cambridge to offer safe commuting and leisure routes for pedestrians, cyclists and equestrian users.

- 9.2.5. The Scheme will also support economic development within the region by unlocking the full development potential of a number of major development sites/Local Plan allocations along the proposed route in line with the objectives of the relevant Local Plans.
- 9.2.6. The Scheme will address the issues with the current transport network at these sites as highlighted in the committee reports for the sites (West Cambridge (planning ref: 16/1134/OUT) and Bourn Airfield and Bourn Quarter (planning ref: S/3440/18/OL)), and as noted in related local planning policy (the Bourn Airfield SPD 2019), linking these communities together and with Cambridge City, providing access to jobs, services and housing. It is notable that the planning obligations for these Schemes will include contributions to the funding of the Scheme noting the benefits it will bring to them in terms of enhanced public transport provision and greater opportunities for walking and cycling as provide for the emergency and maintenance access track.

9.3 ALTERNATIVES CONSIDERED

- 9.3.1. It is considered that the option selection process for the Proposed Scheme, through the Business Case stages has carefully considered alternative options to meet the objectives of the Proposed Scheme. Options including on road and off road alignment options as well as alternative locations for the Travel Hub site have been considered through this process and have undergone staged consultations to seek wider views form stakeholders at each stage with the preference being the preferred route that makes up the Proposed Scheme.
- 9.3.2. Chapter 4 of the ES (Evolution of the Scheme) (CtoC-10-ES0) sets out the alternatives considered as part of this process. In terms of the robustness of the option selection process, and independent audit (The Cambourne to Cambridge Better Public Transport Project – Independent Audit of key Assumptions and Constraints) was undertaken and audited the business case developed to that point. The conclusion of this audit was that *‘there is no reason why the Executive Board of the GCP should not proceed to the next stage in the development of the Proposed Scheme. The audit has concluded that the scheme is in alignment with national, regional and local policies on the economy and transport’*.
- 9.3.3. It is therefore considered that the option that forms the basis of this Order application, provides the optimal option that has carefully considered the impacts and benefits of other reasonable alternatives and balanced them to come to a conclusion on the final route as applied for.

9.4 THE BENEFITS OF THE SCHEME

- 9.4.1. The three overarching objectives of the planning system as it pertains to achieving sustainable development (as set out in paragraph 8 of the PPPF 2023) are not criteria to be used to judge the merits of proposals.
- 9.4.2. They are however considered to provide a helpful framework to capture the three dimensions of sustainable development and so are adopted below as a useful structure when looking across the wide range of planning issues that the Scheme gives rise to.
- 9.4.3. The Schemes benefits in terms of these three overarching objectives are set out in more detail in section 3 of this Statement and are summarised below.

The Economic Objective

- 9.4.4. The Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of Cambridge city. Between 2011 and 2031, there is planning for an additional 8,000 new homes set for development in the Cambourne to Cambridge area and 44,000 new jobs to be created in or around the city. A public transport route running regular, quality services will provide a vital connection for growing communities to access jobs, services and other opportunities. The Scheme will provide this link and will unlock growth by linking key employment, education and housing sites together, and with Cambridge City.

The Social Objective

- 9.4.5. In terms of social benefits the Scheme will support the promotion of healthy communities by providing a significantly improved public transport system together with additional benefits in terms of cycle and pedestrian enhancement between Cambourne to Cambridge. This will result in a likely modal shift change and more people cycling and walking to work. In addition, by alleviating congestion, the Scheme will also support the required housing and employment growth along the A428 Corridor. This is required in order to meet the objectively assessed housing and employment needs of Cambridge City and South Cambridgeshire District Council, as identified in evidence based documents in their emerging Local Plans.

The Environmental Objective

- 9.4.6. The environmental impacts including both the reported adverse and beneficial effects have been reported in the ES that accompanies the draft Order application and are considered in more detail as they pertain the related Development Plan and National Planning policies under the planning appraisal in Section 7 of this Statement.
- 9.4.7. At a high level the Scheme is likely to provide a clear environmental benefit in terms of reducing greenhouse gases such as CO₂ and other emissions associated with private vehicular trips and the current congestion experienced along the A428/A1303 transport corridor. This will improve air quality impacts on human and biodiversity receptors. In general, the Scheme will improve the quality of life of local communities by reducing road traffic congestion and other negative impacts such as noise pollution and will provide new Green Infrastructure in the form of ecological and landscape enhancements along its proposed route, with enhanced access via public transport, walking and cycling provided.
- 9.4.8. Where appropriate the design of the Scheme has followed the mitigation hierarchy and has been revised to preserve or enhance the environment through the optioneering process as evidenced in Chapter 4 of the ES (Evolution of the Scheme) (Document ref: CtoC-10-ES0-00).
- 9.4.9. The design seeks to avoid sensitive receptors as a starting position.
- 9.4.10. Where necessary the Scheme includes mitigation to reduce the potential effects of the Scheme on the receiving environment with these being set out in Mitigation Register (Appendix ES1 of Document ref: CtoC-10-ES1-00) in order to itemise the necessary controls and mitigation for the Scheme. Mitigation during the construction stage will be developed in line with the CoCP (Document Ref: CtoC-26-00) and the documentation that will flow from this such as the LEMP(s), which are to be approved by the relevant local planning authority and are secured via the draft planning conditions that are included as part of the Request for Deemed Planning Permission (Document Ref: CtoC-14-00).

- 9.4.11. Where it has not been possible to avoid receptors or mitigate significant effects, such as those of biodiversity value (e.g. Cotton Orchard or undesignated City Wildlife Sites) then areas of new habitat are being created along the route to compensate for this.
- 9.4.12. Opportunities to enhance the environment along the route have been taken by integrating suitable landscaping with the creation of amenity areas to provide biodiversity enhancements and areas for the public to access nature and the Green Belt.
- 9.4.13. The Scheme will achieve a measurable net gain in biodiversity of at least 20% with this being over and above the biodiversity mitigation and compensation measures identified to mitigate likely significant effects as reported in the ES (Document ref: CtoC-10-ES0-00).
- 9.4.14. The design integrates measures to adapt to climate change. This includes the use of suitable materials to adapt to the changing climate and to accommodate increased rainfall patterns and flood events. Where appropriate, the surface water drainage scheme will utilise SuDS as set out in section 5.3 of this Statement.
- 9.4.15. The ES (Document ref: CtoC-10-ES0-00) concludes that the majority of the potential adverse effects from the Scheme can be mitigated to a level that is not significant. Where significant effects or other impacts of the Scheme cannot be mitigated fully, it is considered that a planning balance exercise must be undertaken as is set out below.

9.5 PLANNING BALANCE

- 9.5.1. The main significant residual adverse effects as set out in the ES (Document ref: CtoC-10-ES0-00) following mitigation are considered to be as follows:
- Harm to heritage assets;
 - Impacts on Irreplaceable Habitats; and
 - Impacts on Best Most Versatile agricultural land
- 9.5.2. Other impacts and harm caused by the Scheme that need to be considered are as follows:
- The loss of designated Open Space and Sports Facilities; and
 - Inappropriate development within the Green Belt;

HARM TO HERITAGE ASSETS

- 9.5.3. Noting that Scheme has been assessed as resulting in less than substantial harm to the assets set out in paragraph 7.8.18 of this Statement, it is considered that paragraph 208 of the NPPF 2023, that requires that this harm should be weighed against the public benefits, should be considered.
- 9.5.4. This consideration should be seen in the context that the Scheme is not causing direct impacts to the assets or any features of special architectural or historic interest which they possess, only their setting.
- 9.5.5. It should also be seen in the context of the preferred option (on-road most segregated) as proposed having been robustly assessed against potential alternatives (Chapter 4 of the ES (Evolution of the Scheme) (Document ref: CtoC-10-ES0-00). This has demonstrated that extensive consideration has been given to potential reasonable alternatives to the Scheme prior to reaching the preferred option. The Scheme has been refined in response to known environmental constraints and there is an evidence base of surveys and background data underpinning the option selection and refinement. Considerable effort has been made to assess the potential environmental effects throughout the design process and to balance different environmental effects.

- 9.5.6. In summary it is considered that the design of the Scheme has sought to minimise impacts on heritage assets as far as reasonably practicable through the optioneering process, with the Scheme not causing direct impacts to the assets or any features of special architectural or historic interest which they possess. It is considered that the public benefits including the transport, economic, social and environmental benefits (see section 3.3 of this Statement for a summary of these) on balance, outweigh the ‘less than substantial harm’ to these assets.
- 9.5.7. In terms of impacts on non-designated assets taking into account the proposed archaeological mitigation works as would be set out in a WSI for archaeological trial trenching and secured in line with draft condition 6 of the proposed planning conditions that accompany the Request for Deemed Planning Permission (Document ref: CtoC-14-00), the assessment concludes there would be no harm/less than substantial with implementation of mitigation measures on buried heritage assets during the construction stage. It is considered that paragraph 209 of the NPPF 2023 has been adequately considered with the mitigation proposed reducing the harm on non-designated assets (below ground archaeology) as far as reasonably practicable.

IMPACTS ON IRREPLACEABLE HABITATS

- 9.5.8. The location of a single veteran tree (referred to as T9) at the boundary of the draft Order limits should allow for its retention and protection from impact as a result of the Scheme. However, it is foreseeable that there would be some development activity within the buffer for T9 which has the potential to cause detrimental impact upon the tree.
- 9.5.9. As the works may result in the deterioration of this irreplaceable habitat, this results in paragraph 186(c) of the NPPF 2023 being a relevant consideration. This sets out a presumption that:
- (c) ‘development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists’.*
- 9.5.10. The design of the Scheme has embedded mitigation as part of the design to avoid potential adverse effects to such habitats and it is notable that only a single such tree may be impacted. Relevant embedded mitigation includes the proposed alignment of the Scheme being designed to avoid important ecological features where possible as evidenced in (Chapter 4 of the ES (Evolution of the Scheme) (Document ref: CtoC-10-ES0-00).
- 9.5.11. On the basis of potential deterioration of the habitat, compensatory measures have been developed and are set out within the mitigation and compensation strategy, prepared in accordance with paragraph 186(c) of the NPPF 2023 and are provided at Appendix C of the Arboricultural Technical Note (Document ref: CtoC-11-TR14-00).
- 9.5.12. The ‘wholly exceptional reasons’ are explained in footnote 67 of the NPPF 2023 and are stated to include:
- ‘For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat’.*
- 9.5.13. It is considered that the Scheme is an infrastructure project being pursued under the Transport and Works Act 1992 and the transport, economic, social and environmental benefits (as set out in section 3.3 of this Statement) would outweigh the potential deterioration of this single veteran tree.

- 9.5.14. It is therefore considered that the Proposed Scheme has adhered to the mitigation hierarchy in relation to the impacts on this veteran tree, has wholly exceptional reasons to justify their loss of and has provided suitable compensation strategies that the Applicant is committed to and will be secured through a suitable planning condition. The Proposed Scheme is therefore considered to accord with Policy NH/7 of the South Cambridgeshire Local Plan 2018) and aligns with paragraph 186 (c of the NPPF as it relates to the impacts on veteran trees.

IMPACTS ON BEST MOST VERSATILE AGRICULTURAL LAND

- 9.5.15. In the operational phase of the Scheme, the impact on BMVL beneath the footprint of the Scheme will be permanent (i.e. this will be covered in hardstanding). A total of up to 39ha of BMVL is likely to be lost as part of the Scheme.
- 9.5.16. There are very limited measures that can be put in place to mitigate such permanent effects on agricultural land. Mitigation is best achieved by limiting the extent of development to the smallest size possible, consistent with operational requirements.
- 9.5.17. Land take for the Scheme has been minimised as far as reasonably practicable through the option selection process as set out in detail of Chapter 4 (Evolution of the Scheme) (Document ref: CtoC-10-ES0-00).
- 9.5.18. The preferred option for the location and alignment of the Scheme has been justified as part of the options selection process, with this undertaking a comparison of different route alignments assessed against a set of defined criteria with environmental impacts considered. The preferred option was selected as it best met the strategic and project specific objectives of the project, whilst balancing competing environmental constraints.
- 9.5.19. Having regard to the scale of residual loss and the context for the resource of large areas of such land within Cambridgeshire, it is concluded that the wider benefits of the Scheme as set out in section 3.3 of this statement outweigh the moderate extent of loss of BMVL.

THE LOSS OF DESIGNATED OPEN SPACE AND SPORTS FACILITIES

- 9.5.20. Where the temporary loss of Open Space land will occur or rights are being acquired as part of the Scheme, these will not adversely affect the use of such areas of Open Space and following the construction phase will be returned to being used for environmental and recreational purposes. The landscape and ecological enhancements (see sections 5.5 and 5.6 of this Statement) proposed as part of the Scheme will ensure that significant environmental effects to remaining areas of Protected Open Space will be suitably mitigated.
- 9.5.21. The provision of Replacement Open Space land at land to the west of the proposed M11 overbridge will address the permanent loss of Protected Open Space located to the east of the M11 and to the north of the University Rugby Club Practice Pitch in accordance with Policy 67 of the Cambridge Local Plan 2018.
- 9.5.22. The Replacement Open Space land to be provided, will ensure that a positive balance of such land will be maintained with a commensurate quantity of Open Space provided, with significant enhancements in terms of access and planting being proposed to achieve a commensurate or better quality of Open Space.
- 9.5.23. The loss of minor areas of the Top Pitch and the area to the north of the University Rugby Practice Pitch outside of the active playing pitches, to facilitate soft landscaping as part of the Scheme, are

not considered to result in impacts on the users of the sports facilities. Where the temporary loss of land used as sports facility will occur or rights are being acquired, these will not adversely affect the use of such areas and following the construction phase will return to being used as a sports facility. It is therefore considered that the Scheme accords with Policy 73 of the Cambridge Local Plan 2018.

INAPPROPRIATE DEVELOPMENT WITHIN THE GREEN BELT AND VERY SPECIAL CIRCUMSTANCES

- 9.5.24. Having established that the Scheme is 'inappropriate development' as it will not preserve the Openness of the Green Belt and does conflict with certain purposes of including land within it (see Tables 6-1 and 7-2 of the Green Belt Assessment (Document ref: CtoC-18-00) respectively) it is necessary to consider whether 'very special circumstances' exist to support the development.
- 9.5.25. Paragraph 153 of the NPPF 2023 states the following in relation to harm to the Green Belt:
- 'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations'.*
- 9.5.26. Neither the NPPF 2023 nor the relevant Development Plans (the South Cambridgeshire Local plan 2018 and the Cambridge Local Plan 2018) provide guidance on what can comprise very special circumstances.
- 9.5.27. The demonstration of very special circumstances inevitably requires the use of professional judgement to conclude whether they exist, and the weight that should be attached to them, and whether that weight is sufficient to clearly outweigh the potential harm to the Green Belt by reason of inappropriateness and any other harm resulting from the proposal.
- 9.5.28. Some interpretation of what can amount to very special circumstances has been provided by the Courts. The rarity or uniqueness of a factor can make it very special, but it has also been held that the aggregation of commonplace factors could also combine to create very special circumstances.
- 9.5.29. The starting point in this assessment is to establish the degree of the harm to the Green Belt caused, focusing on preserving openness and potential conflicts with the purposes of including land within the Green. Any harm by reason of inappropriate development is given substantial weight. The different degrees of harm to the Green Belt by reason of 'inappropriateness' range from no harm, to low, to moderate, taking into account the remediability of the Green Belt and the significant landscape mitigation proposed in each of the Sub-Areas of the Scheme (as set out in Table 7-2 of this Statement).
- 9.5.30. Having assessed the degree of harm, it is necessary to establish the benefits arising from the Scheme and the very special circumstances to weigh against this harm.
- 9.5.31. There are 17 sets of circumstances that when considered together would combine to create very special circumstances. These can be summarised under the following headings:

Compelling need for the Scheme

- 9.5.32. There is a compelling need for the Scheme as set out in full in section 3.2 of this Statement as follows -

- In summary this compelling need relates to issues with the existing transport network in the area resulting in congestion and lack of sustainable transport options. The development of the Scheme will be critical to ensuring that the issues with the existing transport network are addressed, linking key employment and housing sites together and with Cambridge City to unlock the development potential of the noted major development sites (Cambourne West, Bourn Airfield/Bourn Quarter and West Cambridge).

Lack of alternative options

9.5.33. There is a lack of alternative options that would not result in harm to the Green Belt as follows -

- The western side of Cambridge City is surrounded by Green Belt. The designated Green Belt is therefore a clear constraint on development that surrounds the city at this location. The routes supported in Part 8 of Policy SS/7 of the South Cambridgeshire Local Plan 2018 would require any proposals to pass through the designated Green Belt, albeit the policy does refer to 'bus priority measures' that could be on or parallel to the A1303. As set out in section 7.2 of this Statement, proposals for On-Road options including 'bus priority measures' have been considered throughout the development of the Business Case for the Scheme ('OBC 2020' (Document ref: CtoC-20-00)). Chapter 4 of the Environment Statement (Evolution of the Scheme) (Document ref: CtoC-10-00) sets out the alternatives considered as part of this process. In summary the Project considered a number of options and sub-options within these that can broadly be summarised as On-Road and Off Road options. As the spatial focus of the Scheme and its proposed route is centred on the A428/A1303 transport corridor and links the areas of Cambourne in the west and the major development sites along the route to edge of Cambridge City, all options followed a route through the designated Green Belt at certain points. The proposed route from the areas that require connection are geographically surrounded by the designated Cambridge Green Belt (i.e. Cambourne to Cambridge City) and the Off-Road option that forms the basis of the Order was considered preferable in both transport and environmental terms as set out in optioneering process.

Economic benefits of the Scheme

9.5.34. There are economic benefits of the Scheme as set out in section 3.3 of this Statement as follows –

- The Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of Cambridge city. A public transport route running a regular, quality bus service will provide a vital connection for growing communities to access jobs, services and other opportunities. The Scheme will provide this link and will unlock growth by linking key employment and housing sites to each other, and with Cambridge City.
- The proposed developments at Cambourne West and Bourn Airfield are dependent on the introduction of the Scheme. The proposal for 3,500 homes new homes (40 per cent of which should be affordable) at Bourn Airfield is explicitly tied to the provision of the Scheme (or an equivalent public transport link), with no more than 500 homes permitted until the Scheme is in place. The land value uplift (a measure of the difference between the value of land with and without consent for the Scheme) due to the Scheme is almost £200M. For Cambourne West, the Scheme also offers almost £50M of land value uplift. This is key to ensuring that the potential for housing growth and, with it, the additional workforce that becomes available to local businesses, is realised. Labour market impacts are captured under wider economic impacts in the Business Case.

Social benefits of the Scheme

9.5.35. The social benefits of the Scheme as set out in section 3.3 of this Statement as follows –

No. 5 - The Scheme will support the promotion of healthy communities by providing a significantly improved public transport system

No.6 - The Scheme will provide an enhanced pedestrian and cycling provision (the Scheme includes an emergency and maintenance access track which will run that will be utilised as a shared use active travel path which will support journeys by pedestrians, cyclists and equestrians) between Cambourne to Cambridge. This will result in a likely modal shift change and more people cycling and walking to work.

No. 7 - In addition, by alleviating congestion, the Scheme will support the required housing and employment growth along the A428 Corridor. This is required in order to meet the objectively assessed housing and employment needs of Cambridge City and South Cambridgeshire District Council, as identified in evidence based documents in their emerging Local Plans.

No. 8 - There are clear health benefits from the Scheme, including better connectivity and easier access with health facilities in Cambridge, including Addenbrooke's and Papworth hospitals; facilitated active travel through provision of cycling and walking along the length of the Scheme.

Environmental benefits of the Scheme

9.5.36. There are a number of environmental benefits of the Scheme – At a high level the Scheme is likely to provide clear environmental benefits in terms of:

No. 9 - Greenhouse Gases (Technical Report 6 (TR6) – Document ref: CtoC-11-TR06-00) shows that, as a worst-case, the user emissions (modal shift and changes in traffic flows) are estimated to present carbon savings of -36,060 tCO₂e⁸³. These benefits will be partly offset by the infrastructure carbon impact (+29,130 tCO₂e) and changes in vegetation (+1,910 tCO₂e), resulting in a net carbon reduction of -5,020 tCO₂e over an assessed 60-year period. GHG emissions arising from the Scheme are expected to account for approximately 0.0016% of the 4th UK Carbon Budget and contribute positively by 0.0003% to the 5th and 0.0004% to the 6th UK Carbon Budgets.;

No. 10 - improved air quality through removal of private car trips and promotion of cycling/walking. Impacts of the Scheme on NO₂ and particulates will be generally beneficial, with three times as many receptors experiencing a decrease in concentrations of NO₂, PM₁₀ and PM_{2.5} as would experience an increase, when compared to the situation without the Scheme.. ;

No. 11 - improvements to the quality of life of local communities by reducing negative impacts on amenity associated with private vehicular trips;

No. 12 - the enhanced environmental quality, accessibility to the Green Belt and new/existing Green infrastructure that will be provided (see section 7.5 of this Statement)

No. 13 - the 10% BNG (aspiration of 20%) that the Scheme will provide;

No. 14 - the provision for a new area of Open Space located to the west of the M11 which will include environmental enhancements around and within the proposed detention pond at this location including habitat creation such as ecological balancing ponds, species/meadow rich grassland and tree planting throughout the space. Areas of informal seating and wayfinding features will be provided to enhance the recreational use of this area with access around the detention pond provided by means of an access track that will link to the emergency and maintenance access track.

No. 15 - Several attenuation ponds along the route have been designed to maintain wet habitat where possible, so benefitting general biodiversity and increasing habitat complexity. Ponds west of

the Cambridge University sports ground, southwest of the M11 overbridge, and alongside Callow Brook will hold water on a more permanent basis

Transport benefits of the Scheme

- 9.5.37. The Transport benefits of the Scheme as set out in full in section 3.3 of this Statement but are summarised as follows –

No. 16 - In summary the Scheme will run between Cambourne and Cambridge, passing to the north of the villages of Hardwick and Coton. Residents from Cambourne, as well as residents in nearby villages, will be able to take advantage of the Scheme and travel directly into Cambridge, by walking, cycling or by bus. the Scheme will result in a likely modal shift change with more people cycling and walking through the introduction of use of the emergency and maintenance access track

- 7 - This in addition to the guided busway will enhance access to the Green Belt and existing/new areas of Green Infrastructure through active forms of travel promoting healthy communities.
- 9.5.38. On balance, it is considered that very special circumstances in support of the Scheme exist which are in summary: the compelling need for the development; lack of alternative 'options that would not harm the Green Belt; the economic, social and environmental benefits to the local and wider communities and the enhanced environmental quality, accessibility to the Green Belt and new/existing Green infrastructure that will be provided are sufficient to clearly outweigh any harm to the Green Belt and any other harm as identified in section 9.5 that results from the Scheme.

9.6 CONCLUSION

- 9.6.1. The ES application (Document ref: CtoC-10-ES0-00) concludes that the majority of potential adverse effects from the Scheme can be mitigated to a level that is not significant.
- 9.6.2. The Scheme has been developed in the first instance in line with the mitigation hierarchy and has sought to avoid adverse impacts where reasonably practicable.
- 9.6.3. Where adverse effects have been identified, mitigation has been proposed and will be secured through the draft planning conditions as set out in the Request for Deemed Planning Permission (Document ref: CtoC-14-00) or through other mechanisms as identified in the Mitigation Register (Appendix ES1 of Document ref: CtoC-10-ES1-00). Where significant effects cannot be mitigated fully, where appropriate, compensation has been provided. Significant environmental enhancements will also be provided by the Scheme.
- 9.6.4. Where significant effects or other impacts remain it is considered that the need and benefits would outweigh these as set out in section 9.5 above.
- 9.6.5. Paragraph 10 of the NPPF 2023 states that '*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development*' (as set out in Paragraph 11 of the NPPF 2023).
- 9.6.6. It is considered that the Scheme supports the overarching aims of the planning system as set out in paragraph 8 of the NPPF 2023.
- 9.6.7. Paragraph 11 of the NPPF 2023 sets out how the presumption in favour of sustainable development should be applied in practice, confirming that:

'Plans and decisions should apply a presumption in favour of sustainable development...

For decision-taking this means:

‘approving development proposals that accord with an up-to-date development plan without delay’

- 9.6.8. The Scheme is considered to accord with local planning policies when considered as a whole and aligns with the NPPF 2023, although there would be some adverse environmental effects arising from the proposals as assessed and reported in section 7 and balanced in section 9.5 of this Statement.
- 9.6.9. The Proposed Scheme is therefore considered to benefit from the presumption in favour of sustainable development contained in paragraph 11 of NPPF is supported by national, regional and local policies as well as regional and national strategies relating to the economy, transport, environment and climate change and therefore the approval of this request for deemed planning permission is considered justified.

Appendix A

RELEVANT PLANNING APPLICATIONS



Reference	Site	Description	Status
S/2903/14/OL	Land To The West Of Cambourne (Excluding Swansley Wood Farm)	Development of up to 2350 residential units including affordable housing retail use classes A1-A5 (up to 1.04 ha) offices/light industry use class B1 (up to 6.25ha) community and leisure facilities use class D1 and D2 (up to 0.92 ha) Two primary schools and one secondary school (up to 11 ha) use class D1 three vehicular access points including the extension and modification of Sheepfold Lane a four arm roundabout provided on A1198/Caxton Bypass and an access point off the A1198 south of the Caxton Gibbet to serve the proposed employment uses a network of segregated pedestrian and cycle routes sustainable drainage system and other infrastructure together with associated earth works parking open space including equipped play playing fields and landscaping.	Outline permission granted 29 December 2017 – all matters reserved for further approval
18/1993/FUL	Land Between 21 And 29 Barton Road (including 27 Barton Road And Croft Gardens).	Redevelopment for College accommodation (comprising 4 new buildings which would provide 60 graduate rooms and 12 x 2 bed and 12 x 1 bed family apartments) and refurbishment and extension of 27 Barton Road, together with associated cycle and car parking and external works following demolition of existing buildings (1-12 Croft Gardens, storage building and garages).	Granted Permission 14th October 2019.
21/02052/FUL	Land South Of Wilberforce Road Cambridge Cambridgeshire	Demolition of existing buildings/structures and the erection of college accommodation, new access and landscaping.	Granted Permission 1st March 2022.
19/1212/FUL	St Chads 48 Grange Road Cambridge Cambridgeshire CB3 9DH	Demolition of the existing octagonal building and erection of two new student accommodation buildings comprising 23 rooms. Replacement of existing gardeners accommodation with free-standing gardeners' building, replacement of cycle storage, new boundary and entrance treatment.	Granted Permission on Friday the 17th April 2020
19/1734/FUL	Clerk Maxwell Road Cambridge Cambridgeshire	Erection of 35 dwellings involving the re-positioning of existing access onto Clerk Maxwell Road, provision of new spine road, parking, cycle provision, landscaping and associated infrastructure.	Permission granted on the 30th October 2020
S/3329/16/OL	Land Between Stirling Way And The Broadway Land	Outline planning permission for a bus link between Sterling Way Upper Cambourne and the Broadway with all matters reserved	Outline permission granted 27th January 2023– all matters

Reference	Site	Description	Status
	Between Stirling Way And The Broadway		reserved for further approval
S/4594/18/RM	Land Between Stirling Way And Broadway Land For Bus Link Between Stirling Way And The Broadway Cambourne	Approval of matters reserved for access appearance landscaping layout and scale following Outline planning permission S/3329/16/OL for a bus link between Sterling Way and Broadway. The outline application was not EIA development	Pending
S/3440/18/OL	Bourn Airfield St Neots Road Bourn Cambridge CB23 2TQ	Outline planning permission for a new mixed use village comprising residential development of approximately 3500 dwellings mixed uses comprising employment retail hotel leisure residential institutions education community facilities open space including parks ecological areas and woodlands landscaping engineering for foul and sustainable urban drainage systems footpaths cycle ways public transport infrastructure highways including a principal eastern access from the roundabout on St Neots Road and western access with Broadway including first section of strategic public transport route associated infrastructure groundworks and demolition with all matters reserved except for the principal highway junctions from the St Neots Road roundabout and onto Broadway with some matters reserved except for access. This application is subject to an Environmental impact assessment.	Outline permission granted 30 July 2024
16/1134/OUT	West Cambridge Site Madingley Road Cambridge Cambridgeshire	Outline planning permission with all matters reserved is sought for up to 383,300m2 of development comprising up to 370,000m2 of academic floorspace (Class D1 space), commercial/research institute floorspace (Class B1b and sui generis research uses), of which not more than 170,000m2 will be commercial floorspace (Class B1b); up to 2,500m2 nursery floorspace (Class D1); up to 4,000 m2 of retail/food and drink floorspace (Classes A1-A5); up to 4,100m2 and not less than 3,000m2 for assembly and leisure floorspace (Class D2); up to 5,700m2 of sui generis uses, including Energy Centre and Data Centre; associated infrastructure including roads (including adaptations to highway junctions on Madingley Road), pedestrian, cycle and vehicle	Outline planning permission granted on the 21 June 2024

Reference	Site	Description	Status
		routes, parking, drainage, open spaces, landscaping and earthworks; and demolition of existing buildings and breaking up of hardstanding.	
11/1114/OUT	Land Between Huntingdon Road, Madingley Road And M11 North West Cambridge Cambridgeshire	Proposed development comprising up to 3,000 dwellings; Up to 2,000 student bedspaces; 100,000 sq.. employment floorspace, of which: up to 40,000 sq.. commercial floorspace (Class B1(b) and sui generis research uses) and at least 60,000 sq.. academic floorspace (Class D1); up to 5,300 sq.. gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2,000 sq.. net floorspace); Senior Living, up to 6,500sq.m. (Class C2); Community Centre; Indoor Sports Provision; Police; Primary Health Care; Primary School; Nurseries (Class D1); Hotel (130 rooms); Energy Centre; and associated infrastructure including roads (including adaptations to Madingley Rd and Huntingdon Rd), pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.	Granted Permission on the 22 February 2013
S/3064/16/OL	Land South 279 St Neots Road Hardwick CB23 7QN	Outline planning permission for a residential development of up to 155 dwellings following demolition of two existing dwellings with areas of landscaping and public open space and associated infrastructure works with all matters reserved except for access	Outline permission granted 14th August 2018 – all matters reserved for further approval
22/04215/FUL	Land East Of Highfields Road Highfields Caldecote Cambridgeshire	Construction of 66 dwellings together with associated infrastructure, open space and landscaping	Pending
S/2047/16/FL	Land R/O 18-28 Highfields Road 18 Highfields Road Highfields Caldecote CB23 7NX	Demolition of existing buildings and erection of residential development to provide up to 71 dwellings including 28 affordable dwellings with associated vehicle and pedestrian accesses and open space and a car park for school/community use.	Outline permission granted - 14 September 2017
S/1694/16/OL	Agricultural Field West Of Grace	Outline planning permission with all matters reserved except for access for the erection of up to 98 dwellings (use class C3) and associated works including access car and cycle parking open space and landscaping.	Outline permission granted 18 October 2017 – all matters

Reference	Site	Description	Status
	Crescent Hardwick CB23 7AH		reserved for further approval
07/0620/OUT	Land Between Long Road And Shelford Road (Clay Farm/Showground Site) Cambridge Cambridgeshire	Residential development of up to 2,300 new mixed-tenure dwellings and accompanying provision of community facilities; sports and recreation facilities and landscaped open spaces including 49 ha. of public open space in the green corridor, retail (A1), food and drink uses (A3, A4, A5), financial and professional services (A2), non-residential institutions (D1), a nursery (D1), alternative health treatments (D1); provision for education facilities; and all related infrastructure including: all roads and associated infrastructure, alternative locations for Cambridgeshire guided bus stops, alternative location for CGB Landscape Ecological Mitigation Area, attenuation ponds including alternative location for Addenbrookes' Access Road pond, cycleways, footways and crossings of Hobson's Brook.	Outline permission granted 11 August 2010 – all matters reserved for further approval
S/0054/08/O	Former Monsanto Site Land At West Of Hauxton Road Trumpington In The Parish Of Haslingfield Cambridgeshire	Demolition of Existing Buildings and Structures and Redevelopment for Approx 600 Dwellings. Land for a Primary School Recreation / Leisure Uses Including Change of Use from Agriculture to Public Open Space Community and other Local Facilities with Associated Parking Infrastructure and Earthworks.	Outline Permission granted - 9 October 2009
14/1792/FUL	Glebe Farm Phase 3 Addenbrooke's Road Trumpington Cambridge CB2 9NG	Residential development of 30 new mixed tenure dwellings with associated open space, landscaping, car parking and infrastructure.	Granted Permission on 8 February 2016
09/1140/FUL	Glebe Farm (Land East Of Hauxton Road, North Of The AAR And South Of Bishops Road)	Detailed application for 286 new mixed-tenure dwellings, associated landscaping, open spaces, vehicular access to the south from the Addenbrooke's Access Road, augmented landscape treatment to the north of the Addenbrooke's Access Road and all related infrastructure including connection to the Clay Farm infrastructure on highway land to the east adjoining Addenbrooke's Access Road	Granted Permission on 11 August 2010

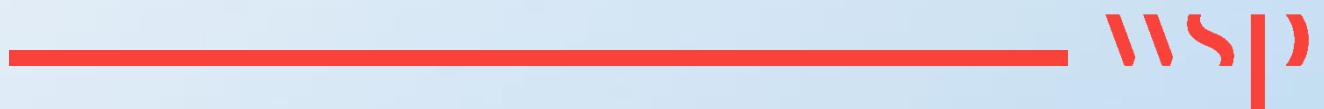
Reference	Site	Description	Status
	Trumpington Cambridge		
06/0795/OUT	Land To The South Of Greenlands, South West Of The Bell School And West Of Babraham Road Cambridge Cambridgeshire CB2 2RA	Residential development not exceeding 347 dwellings (comprising houses and apartments, including affordable and key worker housing), 100 bed student living accommodation for the Bell Language School and public open space, with vehicular access from Babraham Road and associated roads, footpath/cycleways and drainage infrastructure.	Outline permission granted - 14 December 2010
S/0388/12/OL	Land South Of Longstanton Park And Ride And Adjacent To B1050 At Station Road Longstanton And Hatton's Road Longstanton	Outline planning application for phase 1 of Northstowe comprising up to 1500 dwellings a primary school a mixed-use local centre (including a community building and provision for non-residential institutions financial and professional services shops cafes and restaurants drinking establishments and hot food take-aways) leisure community residential institutions cultural health and employment provision (business general industry and storage & distribution) including a household recycling centre formal and informal recreational space and landscaped areas and infrastructure works including site re-profiling and associated drainage works foul and surface water pumping stations two flood attenuation ponds on land east of Hattons Road and associated works including the demolition of existing buildings and structures.	Outline permission granted 22 April 2014 – all matters reserved for further approval
S/2011/14/OL	Land To The East Of B1050 And Longstanton West Of The Cambridgeshire Guided Busway (CGB) And North Of Oakington	Development of Phase 2 of Northstowe with details of appearance landscaping layout scale and access reserved (save for the matters submitted in respect of the Southern Access Road (West)) comprising:.1) development of the main Phase 2 development area for up to 3500 dwellings two primary schools secondary school town centre including employment uses formal and informal recreational space and landscaped areas eastern sports hub remainder of the western sports hub (to complete the provision delivered at Phase 1) busway a primary road to link to the southern access construction haul route engineering and infrastructure works and.2) construction of a highway link (Southern Access Road (West)) between the proposed new town of	Outline permission granted - 9 January 2017



Reference	Site	Description	Status
		Northstowe and the B1050 improvements to the B1050 and associated landscaping and drainage.	
20/02171/OUT	Northstowe Phase 3A Rampton Road Longstanton Cambs	Outline planning application for the development of Northstowe Phase 3A for up to 4,000 homes, two primary schools, a local centre (including employment, community, retail and associated services, food and drink, community, leisure, residential uses and other accommodation), secondary mixed use zones (including employment, community, retail and associated services, food and drink, community, leisure, residential uses), open space and landscaped areas, sports pitches, associated engineering and infrastructure works, including the retention of the existing military lake and creation of a new lake, with details of appearance, landscaping, layout, scale and access reserved. Application is accompanied by an Environmental Statement and involves works to/affecting existing Public Rights of Way.	Outline permission granted 25 March 2022 – all matters reserved for further approval
20/02142/OUT	Northstowe Phase 3B Station Road Longstanton Cambs	Outline planning application for the development of Northstowe Phase 3B, comprising up to 1,000 homes, a primary school, secondary mixed use zone (with retail and associated services, food and drink, community, leisure, employment and residential uses), open space and landscaped areas, engineering and infrastructure works, with details of appearance, landscaping, layout, scale and access reserved. Application accompanied by an Environmental Statement.	Outline permission granted 25 March 2022 – all matters reserved for further approval
07/0003/OUT	Land Between Huntingdon Road And Histon Road Cambridge Cambridgeshire CB3 0LE	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Outline permission granted - 18 December 2013

Appendix B

RELEVANT LOCAL PLANNING POLICY



South Cambridge Local Plan 2018

Policy

Policy S/2: Objectives of the Local Plan

The vision for the Local Plan will be secured through the achievement of 6 key objectives:

- a. To support economic growth by supporting South Cambridgeshire's position as a world leader in research and technology based industries, research, and education; and supporting the rural economy.
- b. To protect the character of South Cambridgeshire, including its built and natural heritage, as well as protecting the Cambridge Green Belt. New development should enhance the area, and protect and enhance biodiversity.
- c. To provide land for housing in sustainable locations that meets local needs and aspirations, and gives choice about type, size, tenure and cost.
- d. To deliver new developments that are high quality and well-designed with distinctive character that reflects their location, and which responds robustly to the challenges of climate change.
- e. To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.
- f. To maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.

Policy S/3: Presumption in Favour of Sustainable Development

1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals that accord with the Local Plan and Neighbourhood Plans can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area unless material considerations indicate otherwise.

2. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b. Specific policies in that Framework indicate that development should be restricted.

Policy S/4: Cambridge Green Belt

A Green Belt will be maintained around Cambridge that will define the extent of the urban area. The detailed boundaries of the Green Belt in South Cambridgeshire are defined on the Policies Map, which includes some minor revisions to the inner boundary of the Green Belt around Cambridge and to the boundaries around some inset villages. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework.

Policy CC/1: Mitigation and Adaptation to Climate Change

Planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Applicants must submit a Sustainability Statement to demonstrate how these principles have been embedded into the

development proposal. The level of information provided in the Sustainability Statement should be proportionate to the scale and nature of the proposed development.

Policy CC/3: Renewable and Low Carbon Energy in New Developments

1. Proposals for new dwellings and new non-residential buildings of 1,000m² or more will be required to reduce carbon emissions by a minimum of 10% (to be calculated by reference to a baseline for the anticipated carbon emissions for the property as defined by Building Regulations) through the use of on-site renewable energy and low carbon technologies.
2. This could be provided through the installation of an integrated system or site wide solutions involving the installation of a system that is not integrated within the new building. For a site wide solution, evidence must be submitted demonstrating that the installation is technically feasible and is capable of being installed.
3. For growth areas and new settlements, site wide renewable and low carbon energy solutions that maximise on-site generation from these sources will be sought, such as renewable and low carbon district heating systems.

Policy CC/4: Water Efficiency

1. All new residential developments must achieve as a minimum water efficiency equivalent to 110 litres per person per day.
2. Proposals for non-residential development must be accompanied by a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.

Policy CC/6: Construction Methods

1. Development which by its nature or extent is likely to have some adverse impact on the local environment and amenity during construction and/or generate construction waste must:
 - a. Carefully manage materials already on-site (including soils), or brought to the site, to reduce the amount of waste produced and maximise the reuse or recycling of materials either onsite or locally. Any construction spoil reused within the development should take account of the landscape character and avoid the creation of features alien to the topography;
 - b. Ensure that constructors are considerate to neighbouring occupiers by restricting the hours of noisy operations and by locating storage compounds and using plant or machinery to avoid noise, smells, dust, visual or other adverse impacts.
2. Where practicable, construction traffic will be required to be routed to avoid roads passing through villages.
3. Any temporary haul roads must:
 - c. Be agreed with the Local Planning Authority;
 - d. Be located, designed and landscaped in such a way as to avoid any adverse impacts on existing residents and businesses;
 - e. Have an agreed methodology for where they cross public rights of way; and
 - f. Include provision for the cleaning of vehicle tyres to avoid the deposition of mud / debris on the public highway and the generation of dust.
4. Applicants must submit supporting documents with any planning application to demonstrate how their development will comply with this policy; this should include a Construction Environmental Management Plan (CEMP) or similar document and may include registration with the Considerate Constructors Scheme. The level of information provided in the supporting documents, including CEMP or similar document, should be proportionate to the scale and nature of the proposed development.

Policy CC/7: Water Quality

1. In order to protect and enhance water quality, all development proposals must demonstrate that:
 - a. There are adequate water supply, sewerage and land drainage systems (including water sources, water and waste water infrastructure) to serve the whole development, or an agreement with the relevant service provider to ensure the provision of the necessary infrastructure prior to the occupation of the development. Where development is being phased, each phase must demonstrate sufficient water supply and waste water conveyance, treatment and discharge capacity;
 - b. The quality of ground, surface or water bodies will not be harmed, and opportunities have been explored and taken for improvements to water quality, including re naturalisation of river morphology, and ecology;
 - c. Appropriate consideration is given to sources of pollution, and appropriate Sustainable Drainage Systems (SuDS) measures incorporated to protect water quality from polluted surface water runoff.
2. Foul drainage to a public sewer should be provided wherever possible, but where it is demonstrated that it is not feasible, alternative facilities must not pose unacceptable risk to water quality or quantity.

Policy CC/8: Sustainable Drainage Systems

Development proposals must incorporate appropriate sustainable surface water drainage systems (SuDS) appropriate to the nature of the site. Development proposals will be required to demonstrate that:

- a. Surface water drainage schemes comply with the Sustainable Drainage Systems: Non-statutory technical standards for sustainable drainage systems and the Cambridgeshire Flood and Water Supplementary Planning Document or successor documents;
- b. Opportunities have been taken to integrate sustainable drainage with the development, create amenity, enhance biodiversity, and contribute to a network of green (and blue) open space;
- c. Surface water is managed close to its source and on the surface where it practicable to do so;
- d. Maximum use has been made of low land take drainage measures, such as rain water recycling, green roofs, permeable surfaces and water butts;
- e. Appropriate pollution control measures have been incorporated, including multiple component treatment trains; and f. Arrangements have been established for the whole life management and maintenance of surface water drainage systems.

Policy CC/9: Managing Flood Risk

1. In order to minimise flood risk, development will only be permitted where:
 - a. The sequential test and exception tests established by the National Planning Policy Framework demonstrate the development is acceptable (where required).
 - b. Floor levels are 300mm above the 1 in 100 year flood level plus an allowance for climate change where appropriate and where appropriate and practicable also 300mm above adjacent highway levels.
 - c. Suitable flood protection / mitigation measures are incorporated as appropriate to the level and nature of flood risk, which can be satisfactorily implemented to ensure safe occupation, access and egress. Management and maintenance plans will be required, including arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime;
 - d. There would be no increase to flood risk elsewhere, and opportunities to reduce flood risk elsewhere have been explored and taken (where appropriate), including limiting discharge of

surface water (post development volume and peak rate) to natural greenfield rates or lower, and

e. The destination of the discharge obeys the following priority order:

- i. Firstly, to the ground via infiltration;
- ii. Then, to a water body;
- iii. Then, to a surface water sewer;
- iv. Discharge to a foul water or combined sewer is unacceptable.

2. Site specific Flood Risk Assessments (FRAs) appropriate to the scale and nature of the development and the risks involved, and which takes account of future climate change, will be required for the following:

- f. Development proposals over 1ha in size;
- g. Any other development proposals in flood zones 2 and 3;
- h. Any other development proposals in flood zone 1 where evidence, in particular the Strategic Flood Risk Assessment or Surface Water Management Plans, indicates there are records of historic flooding or other sources of flooding, and/or a need for more detailed analysis.

3. FRAs will need to meet national standards and local guidance (including recommendations of the South Cambridgeshire and Cambridge City Strategic Flood Risk Assessment (2010) and the Phase 1 and 2 Water Cycle Strategy or successor documents).

Policy HQ/1: Design Principles

1. All new development must be of high quality design, with a clear vision as to the positive contribution the development will make to its local and wider context. As appropriate to the scale and nature of the development, proposals must:

- a. Preserve or enhance the character of the local urban and rural area and respond to its context in the wider landscape;
- b. Conserve or enhance important natural and historic assets and their setting;
- c. Include variety and interest within a coherent, place-responsive design, which is legible and creates a positive sense of place and identity whilst also responding to the local context and respecting local distinctiveness;
- d. Be compatible with its location and appropriate in terms of scale, density, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area;
- e. Deliver a strong visual relationship between buildings that comfortably define and enclose streets, squares and public places, creating interesting vistas, skylines, focal points and appropriately scaled landmarks along routes and around spaces;
- f. Achieve a permeable development with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets and other routes both within the development and linking with its surroundings and existing and proposed facilities and services, focusing on delivering attractive and safe opportunities for walking, cycling, public transport and, where appropriate, horse riding;
- g. Provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with other impairment such as of sight or hearing;
- h. Ensure that car parking is integrated into the development in a convenient, accessible manner and does not dominate the development and its surroundings or cause safety issues;

- i. Provide safe, secure, convenient and accessible provision for cycle parking and storage, facilities for waste management, recycling and collection in a manner that is appropriately integrated within the overall development;
- j. Provide a harmonious integrated mix of uses both within the site and with its surroundings that contributes to the creation of inclusive communities providing the facilities and services to meet the needs of the community;
- k. Ensure developments deliver flexibility that allows for future changes in needs and lifestyles, and adaptation to climate change;
- l. Mitigate and adapt to the impacts of climate change on development through location, form, orientation, materials and design of buildings and spaces;
- m. Include high quality landscaping and public spaces that integrate the development with its surroundings, having a clear definition between public and private space which provide opportunities for recreation, social interaction as well as support healthy lifestyles, biodiversity, sustainable drainage and climate change mitigation;
- n. Protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust;
- o. Design-out crime and create an environment that is created for people that is and feels safe, and has a strong community focus.

2. Larger and more complex developments will be required to submit Masterplans and Design Codes to agree an overall vision and strategy for a development as a whole that demonstrates a comprehensive and inclusive approach.

Policy HQ/2: Public Art and New Development

1. The Council will encourage the provision or commissioning of public art that is integrated into the design of development as a means of enhancing the quality of development proposals, in particular from:
 - a. Residential developments comprising 10 or more dwellings; and
 - b. Other developments where the floor area to be built is 1,000m² gross or more, including office, manufacturing, warehousing and retail developments.
2. Where development is unable to achieve an appropriate scheme on site the Council will encourage developers to make a financial contribution to support public art initiatives. Financial contributions may be pooled (up to a maximum of five), where appropriate.
3. The provision of public art must involve the local community and could be community-led and have regard to the local circumstances of the site and/or local aspirations.
4. Where public art is provided, contributions and commuted maintenance sums for up to 10 years will be required and include the cost of decommissioning where appropriate.

Policy NH/1: Conservation Area and Green Separation at Longstanton

Areas of countryside within the conservation area at Longstanton will form part of the green separation between Longstanton and Northstowe. Public access to this area of countryside will be controlled to protect the conservation area. The area will contain only open land uses, such as playing fields, allotments and cemeteries, which will contribute towards effective separation between these communities. The open aspect of the fields affording views of All Saints Church will be maintained. Elsewhere the landscape character of a series of hedged paddocks, small copses and tree belts will be maintained and enhanced.

Policy NH/2: Protecting and Enhancing Landscape Character

Development will only be permitted where it respects and retains, or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located.

Policy NH/3: Protecting Agricultural Land

1. Planning permission will not be granted for development which would lead to the irreversible loss of Grades 1, 2 or 3a agricultural land unless:

- a. Land is allocated for development in the Local Plan;
- b. Sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land.

2. Uses not involving substantial built development but which take agricultural land will be regarded as permanent unless restricted specifically by condition.

3. When considering proposals for the change of use or diversification of farmland, particular consideration shall be given to the potential for impact upon Priority Species and Habitats

Policy NH/4: Biodiversity

1. Development proposals where the primary objective is to conserve or enhance biodiversity will be permitted.

2. New development must aim to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Measures may include creating, enhancing and managing wildlife habitats and networks, and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation. Priority for habitat creation should be given to sites which assist in the achievement of targets in the Biodiversity Action Plans (BAPs) and aid delivery of the Cambridgeshire Green Infrastructure Strategy.

3. If significant harm to the population or conservation status of a Protected Species, Priority Species¹ or Priority Habitat resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.

4. Where there are grounds to believe that a proposal may affect a Protected Species, Priority Species or Priority Habitat, applicants will be expected to provide an adequate level of survey information and site assessment to establish the extent of a potential impact. This survey information and site assessment shall be provided prior to the determination of an application.

5. Previously developed land (brownfield sites) will not be considered to be devoid of biodiversity. The reuse of such sites must be undertaken carefully with regard to existing features of biodiversity interest. Development proposals on such sites will be expected to include measures that maintain and enhance important features and appropriately incorporate them within any development of the site.

6. Planning permission will be refused for development resulting in the loss, deterioration or fragmentation of irreplaceable habitats, such as ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

7. Climate change poses a serious threat to biodiversity and initiatives to reduce its impact need to be considered.

Policy NH/5: Sites of Biodiversity or Geological Importance

1. Proposed development likely to have an adverse effect on land within or adjoining a Site of Biodiversity or Geological Importance, as shown on the Policies Map (either individually or in combination with other developments), will not normally be permitted. Exceptions will only be made where the benefits of the development clearly outweigh any adverse impact.

2. In determining any planning application affecting Sites of Biodiversity or Geological Importance the Council will ensure that the intrinsic natural features of particular interest are safeguarded or enhanced having regard to:

- a. The international, national or local status and designation of the site;
- b. The nature and quality of the site's features, including its rarity value;
- c. The extent of any adverse impacts on the notified features;
- d. The likely effectiveness of any proposed mitigation with respect to the protection of the features of interest;
- e. The need for compensatory measures in order to re-create on or off the site features or habitats that would be lost to development.

3. Where appropriate the Council will ensure the effective management of designated sites through the imposition of planning conditions or Section 106 agreements as appropriate.

Policy NH/6: Green Infrastructure

1. The Council will aim to conserve and enhance green infrastructure within the district. Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably and substantially outweigh any adverse impacts on the district's green infrastructure network.

2. The Council will encourage proposals which:

- a. Reinforce, link, buffer and create new green infrastructure; and
- b. Promote, manage and interpret green infrastructure and enhance public enjoyment of it.

3. The Council will support proposals which deliver the strategic green infrastructure network and priorities set out in the Cambridgeshire Green Infrastructure Strategy, and which deliver local green infrastructure.

4. All new developments will be required to contribute towards the enhancement of the green infrastructure network within the district. These contributions will include the establishment, enhancement and the on-going management costs.

Policy NH/7: Ancient Woodlands and Veteran Trees

1. Planning permission will be refused for development resulting in the loss or deterioration of ancient woodland (as shown on the Policies Map) or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.

2. Development proposals affecting ancient woodland or veteran trees will be expected to mitigate any adverse impacts, and to contribute to the woodland's or veteran tree's management and further enhancement via planning conditions or planning obligations.

Policy NH/8: Mitigating the Impact of Development In and Adjoining the Green Belt

1. Any development proposals within the Green Belt must be located and designed so that they do not have an adverse effect on the rural character and openness of the Green Belt.

2. Where development is permitted, landscaping conditions, together with a requirement that any planting is adequately maintained, will be attached to any planning permission in order to ensure that the impact on the Green Belt is mitigated.

3. Development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality.

Policy NH/13: Important Countryside Frontage

1. Important Countryside Frontages are defined where land with a strong countryside character either:

- a. Penetrates or sweeps into the built-up area providing a significant connection between the street scene and the surrounding rural area; or
- b. Provides an important rural break between two nearby but detached parts of a development framework.

2. Planning permission for development will be refused if it would compromise these purposes.

Policy NH/14: Heritage Assets

1. Development proposals will be supported when:

- a. They sustain and enhance the special character and distinctiveness of the district's historic environment including its villages and countryside and its building traditions and details;
- b. They create new high quality environments with a strong sense of place by responding to local heritage character including in innovative ways.

2. Development proposals will be supported when they sustain and enhance the significance of heritage assets, including their settings, as appropriate to their significance and in accordance with the National Planning Policy Framework, particularly:

- c. Designated heritage assets, i.e. listed buildings, conservation areas, scheduled monuments, registered parks and gardens;
- d. Non-designated heritage assets including those identified in conservation area appraisals, through the development process and through further supplementary planning documents;
- e. The wider historic landscape of South Cambridgeshire including landscape and settlement patterns;
- f. Designed and other landscapes including historic parks and gardens, churchyards, village greens and public parks;
- g. Historic places;
- h. Archaeological remains of all periods from the earliest human habitation to modern times.

Policy E/2: Cambridge Biomedical Campus Extension

1. An extension to the Cambridge Biomedical Campus will be supported on land shown on the Policies Map for biomedical and biotechnology research and development within class B1(b) and related higher education and sui-generis medical research institutes.

2. Proposals for development should:

- a. Create substantial and attractive landscaped edges to the western, eastern and southern boundaries retaining and reinforcing existing planting on the southern and western boundaries.
- b. Provide an appropriate landscaped setting for the Nine Wells Local Nature Reserve and set back built development away from the south-western corner of the site.
- c. Demonstrate and incorporate suitable measures to ensure that there will be no material adverse impact on the volume, pattern of flow or water quality of the chalk springs at Nine Wells and Hobson's Brook and Conduit.
- d. Demonstrate and incorporate suitable measures to ensure that surface water flood risks can be appropriately managed and mitigated to avoid flood risks to the site and to not increase flood risks elsewhere; and to make appropriate arrangements for foul drainage and sewage disposal through the preparation of a Foul Drainage Strategy.
- e. Not include any pedestrian access from the site to the western, southern and eastern boundaries in order to minimise visitor pressures on the Nine Wells LNR.

f. Provide suitable measures to mitigate any adverse ecological impacts, in particular any potential for increased visitor pressures on Nine Wells LNR that may arise from the development notwithstanding sub-section e, and demonstrate regard for the conservation of farmland biodiversity and deliver an overall net gain in biodiversity.

g. Have building heights which are no higher than those on the adjoining part of the Cambridge Biomedical Campus and which provide a suitable transition in reflection of the site's edge of settlement location.

h. Provide high quality new public realm and open space, retaining and enhancing existing watercourses.

i. Include measures to enhance access to and within the Cambridge Biomedical Campus including provision for cyclists, pedestrians, wheelchair users and people with other disabilities, and mitigate impacts on the wider road network and parking in the surrounding area.

j. Connect any new clinical buildings for the Cambridge University Hospitals NHS Foundation Trust to the Addenbrooke's Hospital energy network, where feasible and viable.

Policy SC/2: Health Impact Assessment

New development will have a positive impact on the health and wellbeing of new and existing residents. Planning applications for developments of 20 or more dwellings or 1,000m² or more floorspace will be accompanied by a Health Impact Assessment to demonstrate this.

a. For developments of 100 or more dwellings or 5,000m² or more floorspace a full Health Impact Assessment will be required;

b. For developments between 20 to 100 dwellings or 1,000 to 5,000m² or more floorspace the Health Impact Assessment will take the form of an extended screening or rapid Health Impact Assessment.

Policy SC/9: Lighting Proposals

1. Development proposals which include new external lighting will only be permitted where it can be demonstrated that:

a. The proposed lighting scheme and levels are the minimum required for reasons of public safety, crime prevention / security, and living, working and recreational purposes;

b. Light spillage and glare are minimised;

c. There is no unacceptable adverse impact on the local amenity of neighbouring or nearby properties, or on the surrounding countryside;

d. There is no dazzling or distraction to road users including cyclists, equestrians and pedestrians;

e. Road and footway lighting meets the County Council's adopted standards.

2. Proposed development that is adversely affected by existing artificial lighting outside the development site will not be permitted unless any significant impact can be mitigated to an acceptable level.

Policy SC/10: Noise Pollution

1. Planning permission will not be granted for development which:

a. Has an unacceptable adverse impact on the indoor and outdoor acoustic environment of existing or planned development;

b. Has an unacceptable adverse impact on countryside areas of tranquillity which are important for wildlife and countryside recreation;

c. Would be subject to unacceptable noise levels from existing noise sources, both ambient levels and having regard to noise characteristics such as impulses whether irregular or tonal.

2. Conditions may be attached to any planning permission to ensure adequate attenuation of noise emissions or to control the noise at source. Consideration will be given to the increase in road traffic that may arise due to development and conditions or Section 106 agreements may be used to minimise such noise.

3. Where a planning application for residential development is near an existing noise source, the applicant will be required to demonstrate that the proposal would not be subject to an unacceptable noise levels both internally and externally.

4. The Council will seek to ensure that noise from proposed commercial, industrial, recreational or transport use does not cause any significant increase in the background noise level at nearby existing noise sensitive premises which includes dwellings, hospitals, residential institutions, nursing homes, hotels, guesthouses, and schools and other educational establishments.

Policy SC/11: Contaminated Land

Where development is proposed on contaminated land or land suspected of being impacted by contaminants the Council will require developers to include an assessment of the extent of contamination and any possible risks. Proposals will only be permitted where land is, or can be made, suitable for the proposed use

Policy SC/12: Air Quality

1. Where development proposals would be subject to unacceptable air quality standards or would have an unacceptable impact on air quality standards they will be refused.

2. Where emissions from the proposed development are prescribed by EU limit values or national objectives, the applicant will need to assess the impact on local air quality by undertaking an appropriate air quality assessment and detailed modelling exercise having regard to guidance current at the time of the application to show that the national objectives will still be achieved.

3. Development will not be permitted where it would adversely affect air quality in an Air Quality Management Area (AQMA); or lead to the declaration of a new AQMA through causing a significant deterioration in local air quality by increasing pollutant levels either directly or indirectly; or if it would expose future occupiers to unacceptable pollutant levels.

4. Larger development proposals that require a Transport Assessment and a Travel Plan as set out in Policy TI/2 will be required to produce a site based Low Emission Strategy. This will be a condition of any planning permission given for any proposed development which may result in the deterioration of local air quality and will be required to ensure the implementation of suitable mitigation measures.

5. Development will be permitted where:

a. It can be demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from emissions to air; or

b. Where a development is a sensitive end use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality.

6. Specifically applicants must demonstrate that:

c. There is no adverse effect on air quality in an Air Quality Management Area (AQMA) from the development;

d. Pollution levels within the AQMA will not have a significant adverse effect on the proposed use / users;

e. The development will not lead to the declaration of a new AQMA;

f. The development will not interfere with the implementation of and should be consistent with the current Air Quality Action Plan;

- g. The development will not lead to an increase in emissions, degradation of air quality or increase in exposure to pollutants at or above the health based air quality objective;
 - h. Any impacts on the proposed use from existing poor air quality, are appropriately mitigated;
 - i. The development promotes sustainable transport measures and use of low emission vehicles in order to reduce the air quality impacts of vehicles.
7. Applicants shall, where appropriate, prepare and submit with their application, a relevant assessment, taking into account guidance current at the time of the application.

Policy TI/2: Planning for Sustainable Travel

1. Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.
2. Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport, including:
 - a. Provision of safe, direct routes within permeable layouts that facilitate and encourage short distance trips by walking and cycling between home and nearby centres of attraction, and to bus stops or railway stations, to provide real travel choice for some or all of the journey, in accordance with Policy HQ/1;
 - b. Provision of new cycle and walking routes that connect to existing networks, including the wider Rights of Way network, to strengthen connections between villages, Northstowe, Cambridge, market towns, and the wider countryside;
 - c. Protection and improvement of existing cycle and walking routes, including the Rights of Way network, to ensure the effectiveness and amenity of these routes is maintained, including through maintenance, crossings, signposting and waymarking, and, where appropriate, widening and lighting;
 - d. Provision of secure, accessible and convenient cycle parking in accordance with Policy TI/3;
 - e. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the aims of the Cambridgeshire Local Transport Plan and South Cambridgeshire Community Transport Strategy.
3. Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts (such as noise and pollution) and impact on amenity and health. This will be achieved through direct improvements and Section 106 contributions and/or the Community Infrastructure Levy (CIL), to address transport infrastructure in the wider area including across the district boundary.
4. Developers of 'larger developments' or where a proposal is likely to have 'significant transport implications' will be required to demonstrate they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts through provision of a Transport Assessment and Travel Plan. All other developments will be required to submit a Transport Statement. Where a Transport Assessment / Statement or Travel Plan is required, a Low Emissions Strategy Statement should be integrated.
5. Travel Plans must have measurable outputs, be related to the aims and objectives in the Local Transport Plan and provide monitoring and enforcement arrangements. Planning obligations may be an appropriate means of securing the provision of some or all of a Travel Plan, including the requirement for an annual monitoring and progress report. Submission of area-wide Travel Plans will be considered in appropriate situations. Outline planning applications are required to submit a framework for the preparation of a Travel Plan.

Policy TI/7: Lord's Bridge Radio Telescope

1. Within the 'Lord's Bridge Restricted Area' (defined on the Policies Map), planning permission will only be granted for development that would not result in any risk of interference to the Mullard Radio Astronomy Observatory at Lord's Bridge.
2. Within the 'Lords Bridge Consultation Area 1' (defined on the Policies Map), development proposals that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, and account will be taken of the risk of interference to the equipment being used at the Observatory. Planning permission will be refused where interference would be caused that could not be overcome by conditions or by the use of planning obligations.
3. Within the 'Lords Bridge Consultation Area 2' (defined on the Policies Map), development proposals for telecommunications and microwave operations that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, and account will be taken of the risk of interference to the equipment being used at the Observatory. Planning permission will be refused where interference would be caused that could not be overcome by conditions or by the use of planning obligations.

Cambridge Local Plan (October 2018)

Policy Text

Policy 1: The presumption in favour of sustainable development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework (NPPF, 2012). It will always work proactively with applicants to jointly find solutions, so that proposals can be approved wherever possible, and to secure development that improves the economic success and quality of life and place in Cambridge.

Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or the relevant policies are out of date at the time of making the decision, then the

Council will grant planning permission unless material considerations indicate otherwise, taking into account whether:

- a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (NPPF, 2012) as a whole; or
- b. specific policies in that framework indicate that development should be restricted.

Policy 4: The Cambridge Green Belt

The extent of the Cambridge Green Belt within the administrative area of Cambridge City Council is set out on the Policies Map. New development in the Green Belt will only be approved in line with Green Belt policy in the National Planning Policy Framework (2012).

Policy 5: Sustainable transport and infrastructure

Development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). Cambridge City Council, Cambridgeshire County Council and developers will work together to achieve the objectives and implement the Cambridge specific proposals in the LTP and the TSCSC, with particular emphasis on securing modal shift and the greater use of more sustainable forms of transport. In addition, Cambridge City Council will work with partners to support the implementation of transport schemes that will improve linkages across the region and by doing so increase the use of sustainable transport modes to get to and from Cambridge. More specifically, the following will be supported, in principle:

- a. delivery of local and strategic transport schemes, subject to the outcome of up-to-date, detailed assessments and consultation, where appropriate;
- b. promoting greater pedestrian and cycle priority through and to the city centre, district centres and potentially incorporating public realm and cycle parking improvements;
- c. promoting sustainable transport and access for all to and from major employers, education and research clusters, hospitals, schools and colleges;
- d. working with partners in supporting the TSCSC's aim for a joined-up, city-wide cycle and pedestrian network by addressing 'pinch-points', barriers and missing links;
- e. linking growth to the proposed city-wide 20 mph zone; and
- f. easing pressure on the air quality management area (AQMA) in the city centre.

Policy 8: Setting of the city

Development on the urban edge, including sites within and abutting green infrastructure corridors and the Cambridge Green Belt, open spaces and the River Cam corridor, will only be supported where it:

- a. responds to, conserves and enhances the setting, and special character of the city, in accordance with the Cambridge Landscape Character Assessment 2003, Green Belt assessments, Cambridgeshire Green Infrastructure Strategy and their successor documents;
- b. promotes access to the surrounding countryside/open space, where appropriate; and
- c. safeguards the best and most versatile agricultural land unless sustainable development considerations and the need for development are sufficient to override the need to protect the agricultural value of land; and
- d. includes landscape improvement proposals that strengthen or recreate the well-defined and vegetated urban edge, improve visual amenity and enhance biodiversity.

Proposals where the primary objective is to conserve or enhance biodiversity, particularly proposals for landscape-scale enhancement across local authority boundaries, will also be supported. The Council will support proposals which deliver the strategic green infrastructure network and priorities set out in the Cambridgeshire Green Infrastructure Strategy

Policy 14: Areas of Major Change and Opportunity Areas – general principles

Development within the AOMCs and Opportunity Areas should be of the highest quality design and incorporate the principles of sustainable design and construction. With the exception of very minor development, the development of each site within the AOMCs and the Opportunity Areas shall only be permitted in the following circumstances:

- a. when the necessary infrastructure and associated arrangements to support that development have been secured, either by delivery as part of the development or through other stakeholders including relevant local authorities; or
- b. where acceptable alternative infrastructure provision, including temporary provision where appropriate, has been secured; or
- c. where an assessment shows that a particular development can take place in advance of such provision without causing unacceptable impacts.

Additionally, development shall only be permitted:

- a. where it is in accordance with a comprehensive implementation plan for the area which has demonstrable support from all key landowners or it is supported by evidence to demonstrate that the comprehensive and successful delivery of the development can still take place without this being secured; and
- b. where the development is based on clearly articulated and justified objectives and approach through the provision of a site-wide masterplan, strategies and/or other over-arching coordination documents; and,
- c. in instances where the infrastructure provision is to be phased, an approved phasing strategy is in place.

In terms of movement, density and activity, development should:

- d. be of higher densities in the city centre, and around key transport interchanges (including Cambridge North Station), district centres and local centres; and
- e. create active and vibrant places that encourage social interaction and meeting, and foster a sense of community.

In protecting existing assets, including heritage assets, landscape and water management, development should:

- f. seek to protect existing public assets, including open space and leisure facilities. Where the loss of such assets is unavoidable, appropriate mitigation should be provided, including

where applicable the replacement of assets in an alternative location, in addition to infrastructure generated by the needs of the development;

g. ensure public rights of way are protected, and enhanced where possible;

h. develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features and heritage assets; and,

i. where practicable, undertake on-site strategic landscaping to the agreed framework early in the development of the site so that this will become established as development proceeds.

All development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. Promoters of major development, including redevelopment of existing floor space, should prepare a Sustainability Statement as part of the Design and Access Statement submitted with their planning application, outlining their approach to the following issues:

- a. adaptation to climate change
- b. carbon reduction
- c. water management
- d. site waste management
- e. use of materials

In order to ensure that the growth of Cambridge supports the achievement of national carbon reduction targets, and does not exacerbate Cambridge's severe water stress, all new development will be required to meet the following minimum standards of sustainable construction, carbon reduction and water efficiency, unless it can be demonstrated that such provision is not technically or economically viable:

New homes:

Year*	On-site reduction of regulated carbon emissions relative to Part L 2006	Water efficiency
2014	44%	110 litres/person/day
2016 onwards	44% - note this requirement will only apply until commencement of the amendments to Section (1) (c) of the Planning and Energy Act 2008	110 litres/person/day

New non-residential development:

Year*	Minimum BREEAM Level	On-Site carbon reduction	Water efficiency
2014	Very good	In line with 2014 Part L	Full credits to be achieved for category Wat 01 of BREEAM

2016 onwards	Excellent	In line with the minimum requirements associated with BREEAM 'excellent'	Full credits to be achieved for category Wat 01 of BREEAM
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* Application subject to financial year

Where redevelopment/refurbishment of existing buildings is proposed, the development of bespoke assessment methodologies to assess the environmental impact of the proposals for submission with the planning application will be supported, subject to agreement of the scope of the alternative methodology with the Council. Proposals that lead to levels of environmental performance equivalent to or higher than BREEAM will be supported. Where proposals relate to designated heritage assets, care will need to be taken to ensure that any proposals related to environmental performance are considered against the significance of the heritage asset and do not cause unacceptable harm to the asset's significance.

In order to promote the use of community energy networks, a strategic district heating area is shown on the Policies Map. Major development proposals within this area should where possible connect to existing heat networks or networks under construction. This requirement will be relaxed if applicants can provide evidence that doing so would affect the viability of schemes. The Council will also be supportive of the futureproofing of developments so that they are capable of connecting to future heat networks.

Policy 29: Renewable and low carbon energy generation

Proposals for development involving the provision of renewable and/or low carbon energy generation, including community energy projects, will be supported, subject to the acceptability of their wider impacts. As part of such proposals, the following should be demonstrated:

- a. that any adverse impacts on the environment, including local amenity and impacts on the historic environment and the setting of heritage assets, have been minimised as far as possible. These considerations will include air quality concerns, particularly where proposals fall within or close to the air quality management area(s) or areas where air pollution levels are approaching the EU limit values, as well as noise issues associated with certain renewable and low carbon technologies; and
- b. that where any localised adverse environmental effects remain, these are outweighed by the wider environmental, economic or social benefits of the scheme.

Note that this policy does not apply to applications for wind turbines, which would be considered against the requirements set out in the Local Planning Written Ministerial Statement, dated 18 June 2015.

Policy 31: Integrated water management and the water cycle

Development will be permitted provided that:

- a. surface water is managed close to its source and on the surface where reasonably practicable to do so;
- b. priority is given to the use of nature services;
- c. water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development;
- d. the features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to making places for people;
- e. surface water management features are multi-functional wherever possible in their land use;
- f. any flat roof is a green or brown roof, providing that it is acceptable in terms of its context in the historic environment of Cambridge (see Policy 61: Conservation and Enhancement of Cambridge's Historic Environment) and the structural capacity of the roof if it is a refurbishment. Green or brown roofs should be widely used in largescale new communities;
- g. there is no discharge from the developed site for rainfall depths up to 5 mm of any rainfall event;

- h. the run-off from all hard surfaces shall receive an appropriate level of treatment in accordance with Sustainable Drainage Systems guidelines, SUDS Manual (CIRIA C753), to minimise the risk of pollution;
- i. development adjacent to a water body actively seeks to enhance the water body in terms of its hydromorphology, biodiversity potential and setting;
- j. watercourses are not culverted and any opportunity to remove culverts is taken; and
- k. all hard surfaces are permeable surfaces where reasonably practicable, and having regard to groundwater protection.

Policy 32: Flood risk

Potential flood risk from the development

Development will be permitted providing it is demonstrated that:

- a. the peak rate of run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site;
- b. the post-development volume of run-off, allowing for climate change over the development lifetime, is no greater than it would have been for the undeveloped site. If this cannot be achieved then the limiting discharge is 2 litre/s/ha for all events up to the 100-year return period event;
- c. the development is designed so that the flooding of property in and adjacent to the development would not occur for a 1 in 100 year event, plus an allowance for climate change and in the event of local drainage system failure;
- d. the discharge locations have the capacity to receive all foul and surface water flows from the development, including discharge by infiltration, into water bodies and into sewers;
- e. there is a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and
- f. the destination of the discharge obeys the following priority order:
 - firstly, to ground via infiltration;
 - then, to a water body;
 - then, to a surface water sewer.

Discharge to a foul water or combined sewer is unacceptable

Potential flood risk to the development

Development will be permitted if an assessment of the flood risk is undertaken following the principles of the National Planning Policy Framework (2012) and additionally

For an undeveloped site:

- a. if it is not located within the Environment Agency's flood zone 3b, unless it is a water-compatible development and does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes and employs flood resilient and resistant construction, including appropriate boundary treatment and has a safe means of evacuation; and
- b. if it is not located within the Environment Agency's flood zone 3a, unless it is a water compatible development or minor development when the principles in a) above apply; and
- c. if it is located within the Environment Agency's flood zone 2 or a surface water wet spot and employs flood resilient and resistant construction as appropriate; and

d. floor levels are 300mm above the 1-in-100-years flood level, plus an allowance for climate change where appropriate and/or 300mm above adjacent highway levels where appropriate. For a previously developed site: Opportunities should be taken to reduce the existing flood risk by the positioning of any development so that it does not increase flood risk elsewhere by either displacement of flood water or interruption of flood flow routes, and it employs flood resilient and resistant construction including appropriate boundary treatment and has a safe means of evacuation.

Policy 33: Contaminated land

Development will be permitted where the applicant can demonstrate that:

- a. there will be no adverse health impacts to future occupiers from ground contamination resulting from existing/previous uses of the area;
- b. there will be no adverse impacts to the surrounding occupiers, controlled waters and the environment from suspected/identified ground contamination from existing/previous uses, caused by the development; and
- c. there will be no impact to future and surrounding occupiers from onsite and off-site gas migration.

Where contamination is suspected or known to exist, an assessment should be undertaken to identify existing/former uses in the area that could have resulted in ground contamination; and if necessary:

- d. design and undertake an intrusive investigation to identify the risks of ground contamination, including groundwater and ground gases; and if proven there is a risk;
- e. submit a remediation strategy and/or adopt and implement mitigation measures, to ensure a safe development and ensure that the site is stable and suitable to the new use in accordance with the National Planning Policy Framework (2012);
- f. ensure that there are no adverse health impacts to future/surrounding occupiers and groundwater impacts and that there is no deterioration of the environment.

Proposals for sensitive developments on existing or former industrial areas will be permitted where it is demonstrated that the identified contamination is capable of being suitably remediated for the proposed end use.

Policy 34: Light pollution control

Development proposals that include new external lighting or changes to existing external lighting will be permitted where it can be demonstrated that:

- a. it is the minimum required to undertake the task, taking into account public safety and crime prevention;
- b. upwards or intrusive light spillage is minimised;
- c. it minimises impact to local residential amenity; and
- d. it minimises impact to wildlife and landscape character, particularly at sites on the edge of Cambridge.

Developers of major sites will be required to submit an assessment of the impact on any sensitive residential premises both on- and off-site.

Policy 35: Protection of human health and quality of life from noise and vibration

Development will be permitted where it is demonstrated that:

- a. it will not lead to significant adverse effects and impacts, including cumulative effects and construction phase impacts wherever applicable, on health and quality of life/amenity from noise and vibration; and

- b. adverse noise effects/impacts can be minimised by appropriate reduction and/or mitigation measures secured through the use of conditions or planning obligations, as appropriate (prevention through high quality acoustic design is preferable to mitigation).

People's health and quality of life needs be protected from unacceptable noise impacts by effectively and appropriately managing the relationship between noise sensitive development and noise sources through land use planning. Noise must be carefully considered when new development might create additional noise and when development would be sensitive to existing or future noise.

Residential and other noise sensitive development will be permitted where it can be demonstrated that future users of the development will not be exposed internally and externally to unacceptable levels of noise pollution/disturbance from existing or planned uses. This would include proposed noise sensitive development that may experience adverse impacts as a result of exposure to noise from existing or planned/future (i) transport sources (air, road, rail and mixed sources) or (ii) industrial, trade or business / commercial sources.

Noise generating development including industrial, trade or business/commercial uses with associated transport noise sources will be permitted where it can be demonstrated that any nearby noise sensitive uses (as existing or planned) will not be exposed to noise that will have an unacceptable adverse impact on health and quality of life both internally and externally.

A Noise Impact Assessment will be required to support applications for noise sensitive and noise generating development as detailed above including consideration of any noise impacts during the construction phase wherever applicable, when noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure and impacts.

Policy 36: Air quality, odour and dust

Development will be permitted where it can be demonstrated:

- a. that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air; or
- b. where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.

According to the end-use and nature of the area and application, applicants must demonstrate that:

- a. there is no adverse effect on air quality in an air quality management area (AQMA);
- b. pollution levels within the AQMA will not have a significant adverse effect on the proposed use/users;
- c. the development will not lead to the declaration of a new AQMA;
- d. the development will not interfere with the implementation of the current Air Quality Action Plan (AQAP);
- e. any sources of emissions to air, odours and fugitive dusts generated by the development are adequately mitigated so as not to lead to loss of amenity for existing and future occupants and land uses; and
- f. any impacts on the proposed use from existing poor air quality, odour and emissions are appropriately monitored and mitigated by the developer.

Policy 55: Responding to context

Development will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings to help create distinctive and high quality places. Development will:

- a. identify and respond positively to existing features of natural, historic or local importance on and close to the proposed development site;

- b. be well connected to, and integrated with, the immediate locality and wider city; and
- c. use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new development

Policy 56: Creating successful places

Development that is designed to be attractive, high quality, accessible, inclusive and safe will be supported. Proposals should:

- a. provide a comprehensive design approach that achieves the successful integration of buildings, the routes and spaces between buildings, topography and landscape;
- b. create streets that respond to their levels of use while not allowing vehicular traffic to dominate;
- c. create attractive and appropriately scaled built frontages to positively enhance the townscape where development adjoins streets and/or public spaces;
- d. ensure that buildings are orientated to provide natural surveillance;
- e. create active edges on to public space by locating appropriate uses, as well as entrances and windows of habitable rooms next to the street;
- f. create clearly defined public and private amenity spaces that are designed to be inclusive, usable, safe and enjoyable;
- g. be designed to remove the threat or perceived threat of crime and improve community safety;
- h. use materials, finishes and street furniture suitable to the location and context;
- i. create and improve public realm, open space and landscaped areas that respond to their context and development as a whole and are designed as an integral part of the scheme;
- j. embed public art as an integral part of the proposals as identified through the Council's Public Art Supplementary Planning Document; and
- k. ensure that proposals meet the principles of inclusive design, and in particular meet the needs of disabled people, the elderly and those with young children.

Policy 57: Designing new buildings

High quality new buildings will be supported where it can be demonstrated that they:

- a. have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views;
- b. are convenient, safe and accessible for all users;
- c. are constructed in a sustainable manner and are easily adaptable;
- d. successfully integrate functional needs such as refuse and recycling, bicycles and car parking;
- e. design measures to reduce the environmental impact of the buildings, such as renewable energy systems and other rooftop plant and services, in an architecturally integrated way;
- f. successfully integrate features such as meter boxes in an unobtrusive manner;
- g. position building names and numbers clearly and ensure that secure letter boxes are conveniently located and accessible from the street; and
- h. include an appropriate scale of features and facilities to maintain and increase levels of biodiversity in the built environment.

Policy 59: Designing landscape and the public realm

External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. High quality development will be supported where it is demonstrated that:

- a. the design relates to the character and intended function of the spaces and surrounding buildings;
- b. existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are retained and protected;
- c. microclimate is factored into design proposals and that public spaces receive adequate sunlight;
- d. materials are of a high quality and respond to the context to help create local distinctiveness;
- e. an integrated approach is taken to surface water management as part of the overall design;
- f. a coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art;
- g. trees and other planting is incorporated, appropriate to both the scale of buildings and the space available;
- h. species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate; and
- i. the design considers the needs of all users and adopts the principles of inclusive design.

Policy 61: Conservation and enhancement of Cambridge's historic environment

To ensure the conservation and enhancement of Cambridge's historic environment, proposals should:

- a. preserve or enhance the significance of the heritage assets of the city, their setting and the wider townscape, including views into, within and out of conservation areas;
- b. retain buildings and spaces, the loss of which would cause harm to the character or appearance of the conservation area;
- c. be of an appropriate scale, form, height, massing, alignment and detailed design which will contribute to local distinctiveness, complement the built form and scale of heritage assets and respect the character, appearance and setting of the locality;
- d. demonstrate a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits, alongside assessment of the potential impact of the development on the heritage asset and its context; and
- e. provide clear justification for any works that would lead to harm or substantial harm to a heritage asset yet be of substantial public benefit, through detailed analysis of the asset and the proposal.

Policy 67: Protection of open space

Development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreational importance unless:

- a. the open space can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and
- b. the re-provision is located within a short walk (400m) of the original site.

In the case of school, college and university grounds, development may be permitted where it meets a demonstrable educational need and does not adversely affect playing fields or other formal sports provision on the site. Where replacement open space is to be provided in an alternative location, the replacement site/facility must be fully available for use before the area of open space to be lost can be redeveloped.

Policy 69: Protection of sites of biodiversity and geodiversity importance

In determining any planning application affecting a site of biodiversity or geodiversity importance, development will be permitted if it will not have an adverse impact on, or lead to the loss of, part or all of a site identified on the Policies Map. Regard must be had to the international, national or local status and designation of the site and the nature and quality of the site's intrinsic features, including its rarity.

Where development is permitted, proposals must include measures:

- a. to minimise harm;
- b. to secure achievable mitigation and/or compensatory measures; and
- c. where possible enhance the nature conservation value of the site affected through habitat creation, linkage and management.

In exceptional circumstances, where the importance of the development outweighs the need to retain the site, adequate replacement habitat must be provided.

Any replacement habitat must be provided before development commences on any proposed area of habitat to be lost.

Policy 70: Protection of priority species and habitats

Development will be permitted which:

- a. protects priority species and habitats; and
- b. enhances habitats and populations of priority species.

Proposals that harm or disturb populations and habitats should:

- c. minimise any ecological harm; and
- d. secure achievable mitigation and/or compensatory measures, resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

Where development is proposed within or adjoining a site hosting priority species and habitats, or which will otherwise affect a national priority species or a species listed in the national and Cambridgeshire-specific biodiversity action plans (BAPs), an assessment of the following will be required:

- e. current status of the species population;
- f. the species' use of the site and other adjacent habitats;
- g. the impact of the proposed development on legally protected species, national and Cambridgeshire-specific BAP species and their habitats; and
- h. details of measures to fully protect the species and habitats identified.

If significant harm to the population or conservation status of a protected species, priority species or priority habitat resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused

Policy 71: Trees

Development will not be permitted which involves felling, significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value, unless there are

demonstrable public benefits accruing from the proposal which clearly outweigh the current and future amenity value of the trees.

Development proposals should:

- a. preserve, protect and enhance existing trees and hedges that have amenity value as perceived from the public realm;
- b. provide appropriate replacement planting, where felling is proved necessary; and
- c. provide sufficient space for trees and other vegetation to mature.

Particular consideration should be given to veteran or ancient trees, as defined by Natural England, in order to preserve their historic, ecological and amenity value

Policy 80: Supporting sustainable access to development

Development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. This will be achieved by:

- a. ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development;
- b. supporting public transport, walking and cycling to, from and within a development by:
 1. giving priority to these modes where there is conflict with cars;
 2. conveniently linking the development with the surrounding walking, cycling and public transport networks;
 3. prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;
 4. ensuring accessibility for those with impaired mobility; and
 5. safeguarding existing and proposed routes for walking, cycling, and public transport, including the Chisholm Trail, from development that would prejudice their continued use and/or development. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed developments. The proposed routes are identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire and on Figure 9.1 of this plan.
- c. ensuring that any development requiring a new road or road access accords with the following:
 6. it is designed to give high priority to the needs of pedestrians and cyclists, including their safety;
 7. it restricts through access for general motor traffic where appropriate;
 8. it discourages speeding;
 9. it discourages inappropriate car-based links within the network, but encourages non-car based links;
 10. it minimises additional car traffic in the surrounding area; and
 11. there is safe and appropriate access to the adjoining road, pedestrian and cycle networks.

Policy 81: Mitigating the transport impact of development

Developments will only be permitted where they do not have an unacceptable transport impact. Therefore, new development will require:

- a. sufficient information to be supplied with all development proposals that the transport impact can be suitably assessed. This should take the form of transport assessments for schemes above the thresholds set in the latest Cambridgeshire County Council guidance;
- b. a travel plan to accompany all major development proposals; and
- c. reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport impact of the development acceptable. This could include investment in infrastructure, services or behavioural change measures to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset.

Policy 82: Parking management

Planning permission will not be granted for developments that would be contrary to the parking standards set out in Appendix L. This includes:

- a. providing no more than the car parking standards for new residential and non-residential development set out in Appendix L, taking into account the accessibility of the site to public transport and the nature of the use. In the city centre, and on streets with overnight parking stress, on and off street (non-disabled bay) car parking levels should be maintained at current levels for shoppers, residents and workers;
- b. providing at least the cycle parking levels in Appendix L; and
- c. providing at least the disabled and inclusive parking requirements in Appendix L.

Car-free and car-capped development is acceptable in the following circumstances:

- d. where there is good, easily walkable and cyclable access to a district centre or the city centre;
- e. where there is high public transport accessibility; and
- f. where the car-free status of the development can realistically be enforced by planning obligations and/or on-street parking controls.

The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking. Electric vehicle charging points or the infrastructure to ensure their future provision should be provided within a development where reasonable and proportionate.

Developments should also provide adequate provision for servicing and public service vehicles.

On-street parking will be managed in partnership with Cambridgeshire County Council to ensure the safe passage of cyclists and pedestrians, emergency service access and to reduce nuisance to residents from commuter and shopper parking.

Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the new development. Where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made so that an appropriate level of infrastructure is maintained.

Infrastructure provision will reflect the Council's priorities for infrastructure set out in the Cambridge and South Cambridgeshire Infrastructure Delivery Study and its successor documents. The Council will work positively with neighbouring authorities and Cambridgeshire County Council on infrastructure issues, including the Community Infrastructure Levy (CIL), which the Council is committed to introducing in 2014. Until the introduction of the CIL, and to a lesser degree thereafter, the Council

will continue to use planning obligations under Section 106 of the Town and Country Planning Act 1990 to ensure developer contributions towards necessary infrastructure are maximised.

Planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

Planning obligations and/or a future CIL could be required for the following:

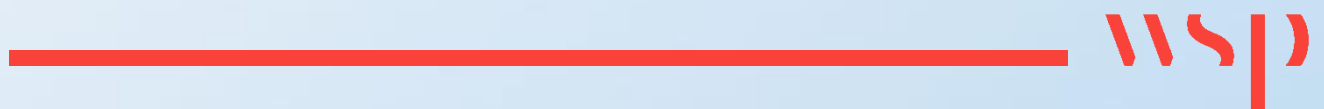
- a. transport infrastructure
- b. public transport
- c. drainage and flood protection
- d. waste recycling facilities
- e. education
- f. healthcare
- g. leisure and recreation facilities
- h. community and social facilities
- i. cultural facilities, including public art
- j. emergency services
- k. green infrastructure
- l. open space m. affordable housing

The above list is not exhaustive and there may be scope for requiring developer contributions towards a wider range of infrastructure measures. Contributions could also be used to secure ongoing maintenance where this is deemed appropriate.

The introduction of CIL will be accompanied by a review of the Council's guidance on planning obligations, and will ensure that the range and level of contributions towards local infrastructure needs are kept up to date and maximised in the context of emerging CIL practice and guidance. The guidance on planning obligations will be adopted alongside a CIL charging schedule and a CIL Regulation 123 list. These documents will clarify what infrastructure types/projects the Council will seek to fund via CIL and what infrastructure types/projects the Council will seek to secure via planning obligations.

Appendix C

OTHER RELEVANT STRATEGIES AND REPORTS



The Case for Cambridge (March 2024)

The Case for Cambridge (March 2024) produced by the DLUHC, outlines the economic rationale for the growth of Cambridge and its potential to enhance its position as Europe's science capital. Some of the challenges facing Greater Cambridge were found to include housing affordability, severe road congestion and a significant shortage of laboratory space in Cambridge.

The document also discusses improvements to transport in Greater Cambridge to provide better connectivity and a wider range of safe, speedy and pleasant transport options. As part of the levelling up of Cambridge, the government envisages a transport system made up of several elements which may range from improved walking and cycling routes to mass transit system options, to deliver a step-change in capacity and connectivity. To support this ambition, the government will deliver East West Rail to connect other innovation and economic centres to Cambridge, and ensure that the Cambridge Biomedical Campus, the world-leading life sciences cluster, has the right public transport links.

Addressing water scarcity in Greater Cambridge: update on government measures (March 2024)

This paper provides an update on measures announced at Autumn Statement 2023 to increase water supply in the region over the longer-term in the Greater Cambridge area, and on plans to address water scarcity issues in the short-term.

As we set out in the Case for Cambridge published alongside this paper, the expansion of Cambridge represents a nationally significant growth opportunity. The city faces a unique set of challenges that stand in the way of that opportunity. The Environment Agency have advised that some water bodies in the Cambridge area are at risk of deterioration, and that any new development that takes place must not increase abstraction and risk deterioration to water bodies in Greater Cambridge.

Recognising the unique context in Cambridge, the government has made a one-off commitment to work with local partners to address the deficit in water supply, until water companies bring major infrastructure online, through a new water credits system. This is underpinned by a major investment in measures to offset new demand for water in the area through retrofitting water efficient devices in existing buildings.

Gear Change: a bold vision for cycling and walking (July 2020)

Gear Change outlines the vision of central government to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, and follows the following themes:

- Better streets for cycling and people
- Putting cycling and walking at the heart of transport, place-making and health policy
- Empowering and encouraging local authorities
- We will enable people to cycle and protect them when they cycle

The Local Transport Note (LTN) provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy and Gear Change. It supports the delivery of high-quality cycle infrastructure and reflects current good practice,

standards and legal requirements. Inclusive cycling is the underlying theme so that people of all ages and abilities are considered.

Delivery of the Scheme aligns with the vision of Gear Change for providing a safer and more accessible cycling network in the east of Cambridge. An emergency and maintenance access track is proposed to run alongside the guided transport route, which would also provide an active travel path for pedestrians and cyclists. This active travel path adds to the growing rural walking and cycling network as it integrates with new and existing routes such as the planned Comberton Greenway and Madingley Road scheme.

The Scheme also includes cycle parking, shed and shelters at the Park and Ride site and at stops along the route. Crossing points along the route to ensure safe pedestrian and cycle journeys are also provided in the scheme. The improvements to cycling infrastructure provided with the Scheme will enable residents and cycle user groups to use the cycle network as a form of active travel, supporting the strategic goals of Gear Change to be met.

This was subsequently updated by a one year review in 2021, reported to parliament in 2022 and updated in the 2023 second cycling and walking investment strategy.

Ten Point Plan for a Green Industrial Revolution (November 2020)

The government's Ten Point Plan for a Green Industrial Revolution aims to turn the UK into the world's number one centre for green technology and finance, laying the foundations for decades of economic growth by delivering Net Zero emissions in a way that creates jobs and allows people to carry on living their lives. The ten points deal with:

- Advancing offshore wind
- Driving the growth of low-carbon hydrogen
- Delivering new and advanced nuclear power
- Accelerating the shift to zero-emission vehicles
- Green public transport, cycling and walking
- Jet zero and green ships
- Greener buildings
- Investing in carbon capture, usage and storage
- Protecting our natural environment
- Green finance and innovation

The Scheme encourages mode shift from car to the guided transport system and active transport modes. As such, the Scheme will directly contribute to the strategic goals of the Ten Point Plan by encouraging greener public transport and reducing emissions through the provision of an improved bus network and active travel infrastructure, which in turn will protect the natural environment.

National Infrastructure Strategy (November 2020)

The National Infrastructure Strategy sets out the government's plan to transform the UK's infrastructure networks. The three central objectives of the strategy are: economic recovery, levelling up and strengthening the Union; and meeting the UK's net zero emissions target by 2050.

The strategy notes that decarbonisation of the UK's power, heat and transport networks – which together account for over one-third of UK emissions is a necessary step to put the UK on a path to meeting its net zero emissions target by 2050. Furthermore, the strategy aims to make bus and rail networks in cities and regions comparable to Greater London.

Under the Levelling up objective, the strategy recognises the £5 billion planned investment during this parliament to transform bus services and cycling infrastructure as key to leaving no community or business behind. The strategy notes that increasing cycling and walking can help tackle some of the most challenging issues facing UK society including improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on the roads.

The Proposed Scheme's impact on connecting housing to employment centres through a reliable and high frequency bus network is aligned with the National Infrastructure Strategy objectives of economic recovery and growth. The resulting modal shift to public transport and active transport as well as the Proposed Scheme's commitment to Euro VI or possibly electric vehicles is in line with the strategy's goals for meeting net zero emissions target by 2050.

Build Back Better: our plan for growth (March 2021)

The 'Build Back Better: Our Plan for Growth' establishes the government's plans to support growth through significant investment in infrastructure, skills and innovation, and to pursue growth that levels up every part of the UK, enables the transition to net zero, and supports the vision for Global Britain.

Within the core pillar of infrastructure, it is noted that well developed transport networks allow businesses to grow and expand, allowing them to extend supply chains, deepen labour and product markets, collaborate, innovate and attract inward investment.

One of the key places for the infrastructure investment is the Oxford-Cambridge Arc. The Oxford-Cambridge Arc establishes a long-term, holistic strategy for infrastructure investment to support jobs, unlock clean growth, and achieve net zero alongside environmental sustainability; cultivating the Arc's potential to become a global innovation powerhouse. The Scheme offers a high-quality public transport network supporting growth in western Cambridge and offering potential for future integration of services with East West Rail in Cambourne enhancing further the sustainable transport options for travel between Cambourne and Cambridge City.

Bus Back Better: national bus strategy for England (March 2021)

The DfT published Bus Back Better, the national bus strategy for England in March 2021. The national strategy aims to transform bus services across the country ensuring buses are more frequent, more reliable, easier to understand and use, better co-ordinated, cheaper and more environmentally friendly. The Bus Back Better document sets out how the DfT intends to disburse the £3bn of new funding announced in 2020 for levelling up of buses across England; and its focus on building back bus use from the significant shift to private car from public transport caused by the COVID-19 pandemic. After the pre-COVID-19 passenger levels are achieved, the strategy intends to

further exceed the previous passenger demand levels by providing guidance on making buses a practical and attractive alternative to the car for more people.

The Bus Back Better document highlights the importance of buses as part of the transport system. In 2019/2020, bus journeys were more than double those made by rail. The document outlines ways of improving bus services throughout the UK, creating sustainable offerings for all passengers, and increasing the usage of buses whilst also improving economic sustainability of bus routes.

Through the guidance, Local Transport Authorities are required to commit to establishing Enhanced Partnerships, or bus franchising by the end of June 2021. The partnerships must then be delivered by April 2022. The Government also required Local Transport Authorities to publish a Bus Service Improvement Plan (BSIP) by the end of October 2021, detailing how they proposed to improve services.

■ The measures recommended for bus improvements in the Bus Back Better document are:

- More frequent buses
- Faster and more reliable buses
- Cheaper buses
- More comprehensive network
- Easier to understand network
- Easier to use network
- Buses that are better to ride in
- Buses that are better integrated with other modes and each other
- Buses that are greener
- Buses that are accessible and inclusive
- Operators that are innovative
- Seen as a safe mode of transport

The Scheme is aligned with all these recommendations. CtoC will offer passengers a high frequency, fast and reliable public transport service integrated with active modes. The scheme is expected to be implemented as a partnership between the Local Transport Agencies/ Councils and the operators and will be key to achieving the desired mode-share shift.

Decarbonising Transport - A Better, Greener Britain (July 2021, as updated in 2022 and 2023)

The Transport Decarbonisation Plan, 'Decarbonising Transport: A Better, Greener Britain', sets out government's commitments and the actions needed to decarbonise the entire transport system in the UK.

This plan identifies accelerating modal shift to public and active transport as a strategic priority for achieving the Net Zero goals by 2050. The plan aims to make public transport and active travel the natural first choice for daily activities. Better quality infrastructure through high quality road design, dedicated routes, and networks, and enabling people to access cycles are noted to make people feel safer and more confident walking and cycling for short journeys. A cohesive, integrated and



affordable net zero public transport network designed for the needs of the passengers is recognized to empower users to make sustainable end to end journeys and enable inclusive mobility.

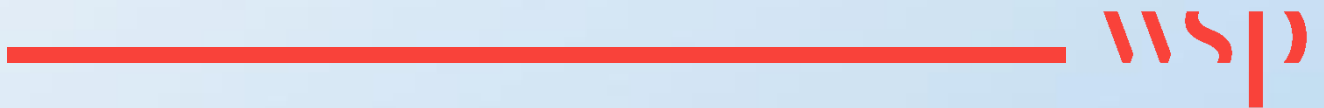
The plan notes that efforts must be made to increase the share of journeys taken by public transport as buses and coaches play a crucial role in transport achieving net zero and driving green transformation. In addition to mode shift, the plan recognises the need for a zero-emission bus fleet, which are expected to achieve long term operating cost savings, which can be reinvested in improved service frequencies, lower fares and other improvements for bus users.

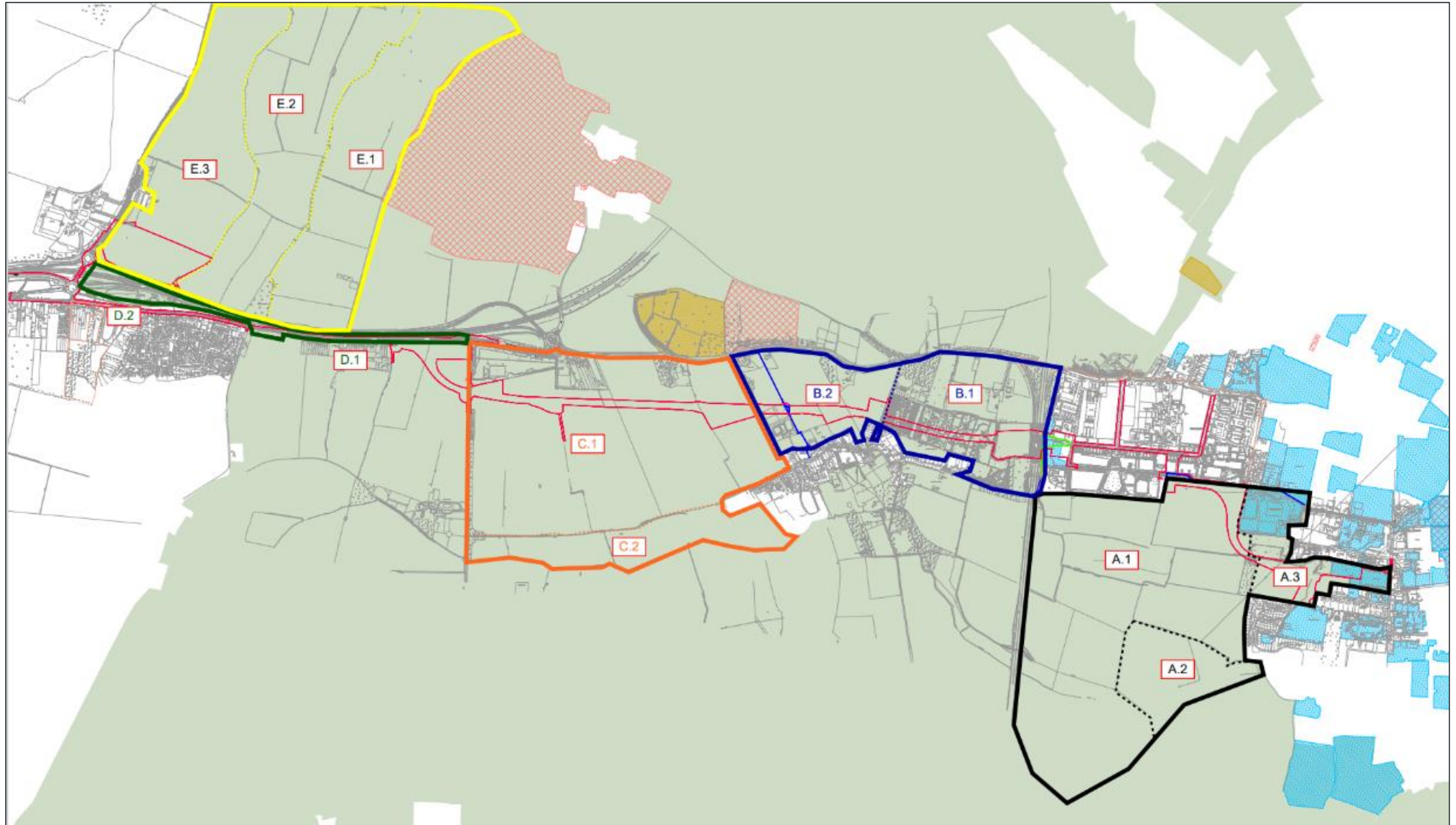
The Scheme objectives of encouraging modal shift through provision of reliable public transport with improved journey times and frequencies is aligned with the aims of the Transport Decarbonisation Plan. The active transport infrastructure improvement element of the scheme will encourage walking and cycling by enhancing safety for users.

While the Scheme OBC to date has been developed assuming standard Euro VI buses, the scheme is planned to operate electric vehicles.

Appendix D

LOCATION OF SCHEME WITHIN THE GREEN BELT – SECTORS/SUB- SECTORS









Level 2
100 Wharfside Street
Birmingham
B1 1RT

wsp.com

PUBLIC