

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

12 Sep 2018

**AUTHOR/S:** Michael Huntington, Principal Planning Officer

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**Application Number:** S/0791/18/FL

**Parish(es):** Waterbeach

**Proposal:** Relocated railway station comprising platforms, pedestrian bridges, access road, pedestrian and cycle routes, car and cycle parking, with other associated facilities and infrastructure.

**Site address:** Land between Cody Road and railway, north of Waterbeach

**Applicant(s):** Chris Goldsmith, RLW Estates

**Recommendation:** Approval, subject to conditions and s106 agreement

**Key material considerations:** The principle of development  
Access to the site and transport impacts  
Building design, layout and materials  
Landscape and visual impact

**Committee Site Visit:** 11 September 2018

**Departure Application:** Yes

**Presenting Officer:** Michael Huntington

**Application brought to Committee because:** Application not in accordance with development plan  
Major application  
Wider public interest

**Date by which decision due:** 14 September 2018

### Executive Summary

The application proposes a relocated railway station. The proposal is an important part of the allocation for a new town at Waterbeach allocated as site SS/5 in the draft South Cambridgeshire Local Plan 2018, whereby 'the new town will be founded on a

comprehensive movement network for the whole town, with significant improvements in Public Transport, including a Waterbeach station with appropriate access arrangements by all modes to serve the village and the new town.

There is only one place along the railway line that provides the appropriate location for the relocated station, both for access to signals and for providing convenient access from both the village and the new town.

## 1 Site Description & Constraints

- 1.1 The application site is located to the north east of the village of Waterbeach and extends to approximately 10ha. It comprises land broadly between Bannold Drove and the 'Fen Line' railway that links Cambridge and King's Lynn, as shown on the Site Location Plan. The site includes land along Cody Road, Bannold Drove and a corridor of land between these two roads, immediately to the north of Capper Road, in addition to land within the existing railway corridor itself. A narrow strip of land is also included on the eastern side of the railway line, running from Bannold Road in the south to the northern limits of the site.
- 1.2 The site is controlled primarily by the applicant, comprising agricultural land, in addition to existing railway land, owned by Network Rail, and public highway land. A public right of way exists along Bannold Drove and to the east along the River Cam.
- 1.3 Existing constraints at the site are as follows:
- Outside of village framework
  - Potentially contaminated land along railway line
  - Majority of site in Flood Zone 2 with a section in the south-east corner in Zone 3
- 1.4 A number of designated sites are located within 10 km of the site. These include the Cam Washes Site of Special Scientific Interest (SSSI); Wicken Fen SSSI, Special Area of Conservation (SAC) and Ramsar Site; Stow-cum-Quy Fen SSSI and The River Cam County Wildlife Site (CWS).

## 2 Site History

S/2075/18/OL – Planning permission for 4500 dwellings and associated infrastructure – not yet determined

S/0559/17/OL – Planning permission for 6500 dwellings and associated infrastructure – not yet determined

S/4177/17/E1 – EIA screening request – EIA not required

S/3865/17/FL – Demolition of existing buildings and redevelopment for a 345 sq m

convenience store, 10 apartments and 6 houses, together with associated car and cycle parking and landscaping at Land at the corner of Capper and Cody Road, Lancaster & Walmington House, Capper Road, Waterbeach - committee resolution to grant approval

### 3 **Description of Proposal**

3.1 Full planning permission is sought for development comprising the following elements:

- A two platform station with partial shelter on either side of the existing railway line;
- Two pedestrian bridges spanning between the new platforms (one with accessible lift, one step only);
- Surface level car park;
- Cycle parking provision;
- Bus stops;
- Taxi rank;
- Passenger drop-off area;
- Emergency pedestrian escape route from the platforms via overbridges;
- Staff welfare facilities within portakabin;
- Access road from the eastern side of Cody Road to the station car park, providing access for buses, taxis and private vehicular traffic associated with the railway station;
- Hard and soft landscaping including Sustainable Drainage System, bund and boundary fencing; and
- Platform lighting, station information and surveillance systems.

3.2 Beyond the application site it is envisaged that further minor works would be undertaken to the highway network (within Public Highway Land), including:

- Resurfacing of the southern section of Bannold Drove and introduction of stud lighting to improve attractiveness for pedestrian and cycle movements (and for existing vehicular traffic associated with Midload Farm);
- Traffic calming and footway enhancements along Cody Road;
- Traffic calming and cycle/pedestrian priority measures on Way Lane.

3.3 It is proposed that such works would be implemented either via a payment to the Local Highway Authority for undertaking the works or under a Highway Agreement (Section 278) for the works to be undertaken by the developer at its own cost.

3.4 The application is supported by the following documents and plans:

- Air quality assessment
- Artificial external lighting assessment
- Design and access statement
- Ecological assessment
- Flood risk assessment

- Foul sewerage and utilities assessment
- Land contamination assessment
- Landscape and visual appraisal
- Noise impact assessment
- Draft S106 Heads of Terms
- Planning statement
- Outline site waste management plan
- Transport assessment (with Travel Plan)
- Tree survey/ implications assessment
- Sustainability statement
- Health impact assessment

#### 4 **Amendments to Application**

4.1 Submitted amendments and additional information were received on 6 June 2018. The updated documents are as follows:

- Utilities Statement (Rev B) – updated to reflect changed location of the electricity sub-station;
- FRA & Surface Water Drainage Strategy (Rev B) – updated to reflect changes to attenuation pond arrangement;
- Landscape Strategy Plan (547\_LVA\_008\_H) – see summary of changes below;
- Bannold Drove – Access Road crossing arrangement plan (0773-SK-OPT2 C);
- 70024709-WSP-CIV-DRG-0304 Proposed Station Layout and elevations;
- 70024709-WSP-DEV-DRG-0101 H Proposed Access Road and Station Car Park Plan;
- 70024709-WSP-DEV-DRG-0102 G Proposed Station Car Park;
- 70024709-WSP-DEV-DRG-0104 C Proposed Bannold Drove Footway Improvement Works;

4.2 The key revisions are summarised below:

4.3 The station, access and car parking arrangement plans show a range of revisions, including:

- Rationalisation and proposed new materials for boundary treatments to station and access road;
- New arrangement for Bannold Drove/Access Road crossing;
- Revised materials and detailing for station footbridges;
- Relocation of the electricity sub-station with associated maintenance access;
- Reconfiguration of attenuation ponds;
- Expansion of car parking to incorporate increased planting/landscaping.

4.4 The main alterations within the Landscape Strategy Plan are as follows-

- Tree and shrub understorey planting within the car park;

- Shrub understorey planting along the western edge of the car park;
- Tree planting along the northern edge of the access road;
- Native shrub planting around the relocated substation;
- Wetland grass mix around the edge of the attenuation basin to delineate the basins, instead of a fence;
- Amenity grassland adjacent to the station platform, where the network rail fence has been removed; and
- A footpath offering an alternative traffic free access route to the station car park.

## 5 **Departure of application from Local Development Framework**

For clarity, the application site is not allocated for development within the adopted Local Development Framework 2007 and represents a departure from the Local Plan and has been advertised as such. However, the proposal is submitted in anticipation of the advancement of the South Cambridgeshire Local Plan Submission - March 2014. The application site is part of the proposed allocated site for major development under Policy SS/6 of the emerging Local Plan for approximately 8000-9000 homes at Waterbeach New Town. This emerging policy allocation requires delivery of a relocated railway station in order to facilitate sustainable travel modes in the new town.

## 6 **Planning Policies**

### 6.1 *National Planning Policy Framework (2018)* *National Planning Practice Guidance (NPPG)*

### 6.2 *South Cambridgeshire Local Development Framework 2007*

DP/a - DP/f - Development Principles  
 DP/2 - Design of New Development  
 DP/3 - Development Criteria  
 DP/4 - Infrastructure and New Developments  
 NE14 - Lighting  
 NE15 - Noise  
 TR/a, TR/b and TR/c - Development Plan Travel Objectives  
 TR/1 - Planning for more Sustainable Travel  
 TR/2 - Car and Cycle Parking Standards  
 TR/3 - Mitigating Travel Impact  
 TR/4 - Non-motorised Modes

### 6.3 *Draft South Cambridgeshire Local Plan 2018*

6.4 On 3 September 2018, South Cambridgeshire District Council and Cambridge City Council published the Inspectors Reports on the South Cambridgeshire Local Plan and Cambridge Local Plan. The Inspectors have concluded that both Local Plans are 'sound' subject to a number of modifications being made. The South Cambridgeshire Local Plan, taking account of the Inspectors conclusions, will be recommended for

adoption at a meeting of full Council on 27 September 2018. The Cambridge Local Plan, taking account of the Inspectors' conclusions, will be recommended for adoption at a meeting of full Council on 18 October 2018.

- 6.5 Consistent with NPPF paragraph 48, the publication of the Inspectors' Reports increases substantially weight that can be attributed to the Local Plans in decision making. The examination process has now concluded. The Inspectors' have concluded that the Local Plans are sound (subject to the modifications which they have recommended) and, as such, there are no longer unresolved objections to the Local Plans. As such, substantial weight may now be attached to the policies of the Local Plans when making planning decisions.
- 6.6 The adopted development plan, in technical terms, remains the starting point for planning decision making. The Local Plans are however a material consideration to which substantial weight may now be attached.
- 6.7 Given the state of advancement of the Local Plans in the process toward adoption, it is considered that, generally, in the context of a planning decision, where there is a conflict between the outcome which arises from the application of policies of the adopted development plan and those of the Local Plans, the Local Plans will generally outweigh the adopted plan and will prevail. Where there is consistency, then the policies of the Local Plan add substantial weight in favour of the outcome which accords with the application of policies of the adopted development plans and those of the Local Plans.

S/1 Vision

S/2 Objectives of the Local Plan

S/3 Presumption in Favour of Sustainable Development

S/6 The Development Strategy to 2031

S/12 Phasing, Delivery and Monitoring

SS/6 Waterbeach New Town

CC/3 Renewable and Low Carbon Energy in New Developments

CC/8 Sustainable Drainage Systems

CC/9 Managing flood risk

HQ/1 Design Principles

HQ/2 Public Art

NH/2 Protecting and Enhancing Landscape Character

NH/4 Biodiversity

NH/6 Green Infrastructure

NH/14 Heritage Assets

SC/3 Protection of Village Services and Facilities

SC/9 Lighting Proposals

SC/10 Noise Pollution

SC/11 Contaminated Land

SC/12 Air Quality

TI/2 Planning for Sustainable Travel

TI/3 Parking Provision

TI/8 Infrastructure and New Developments

## 6.8 *Other policies and plans*

Cambridgeshire County Council's third Local Transport Plan (LTP3) Policies and Strategy document covering the years 2011-2026 was adopted in March 2011 and updated in 2014 to reflect new data, to cover the period up until 2031. The strategy takes into account the draft allocation for Waterbeach as set out in Policy SS/6 of the draft South Cambridgeshire Local Plan (2018).

The Ely to Cambridge Transport Study also refers to the relocation of the railway station as an important part of the strategy for this transport corridor.

## 7 **Consultation**

### **Parish council comments:-**

#### 7.1 **Cottenham**

The proposed site is further away from Cottenham and will increase traffic because the car park is bigger which will encourage more people to drive. Query whether the car park will be able to cope with increased population. The better facilities will benefit Cottenham. Also, concerns about poor access.

#### 7.2 **Fen Ditton**

Has not commented

#### 7.3 **Horningsea**

Makes no recommendation

#### 7.4 **Landbeach**

Makes no recommendation

#### 7.5 **Milton**

Makes no recommendation

#### 7.6 **Waterbeach**

*Comments made in full:-*

7.7 Waterbeach Parish Council has now met to consider its response and wishes to register that it **OBJECTS** to this proposal. We have consulted residents on the proposal and the points made in our holding reply still stand. They are reiterated here for ease:-

1. The Council considers that the application is premature having regard to the uncertain planning position of the Local Plan, SPD and application for the new settlement.
2. The Council considers that on its own, and without the planned context of the proposed new settlement, the relocation of the station is not necessary.
3. The Council is extremely concerned at the proposed access arrangements,

especially the use of Cody Road for private access, to be wholly unsuitable and inadequate.

4. The Council is extremely concerned at the proposed access arrangements for construction traffic via Bannold Road which is deemed unsuitable.
5. The Council questions the need to build a new station at this point given that it will only accommodate an 8-carriage train, which is the same as the proposed upgrade to the current railway station.
6. With the proposed new settlement, and the use of the current railway station, is there a requirement to consider operating both the relocated station and the current one.
7. The Council considers that the position of the lift at the end of the platform could cause problems for disabled users in the event of an evacuation.
8. The Council opposes the loss of the rural bridleway due to the location of the station.

We wish to make the following points which either elaborate or add to the concerns already raised:-

9. The site proposed for the relocated station is outside the scope of SS/5, on an unallocated site and not considered part of the Local Plan and Supplementary Planning Document. There is therefore no driver for the proposal.
10. The application is designed to attract funding and engagement from Network Rail, and pre-supposes that the RLW proposals for housing development will be approved. This is premature. It also assumes that s106 moneys from the RLW development will fund various mitigation measures as outlined in the Heads of Terms document. If the station is approved but the development is not, then how will these measures be funded?
11. The proposal will bring additional traffic through routes through the village. These include, but are not limited to Way Lane. The proposal to implement traffic calming measures only in Way Lane is therefore insufficient (and also does not take into account the potential displacement effect if the focus is on Way Lane alone).
12. The Council also refers to the planning applications granted under S/0032/06/F for the change of use of land to create a multi-sport park, construction of lakes with water storage, canal, new and changed roads, cycling and BMX tracks etc between Milton and Waterbeach. The transport assessment from the original application stated that 'It is very important that excellent provision is made for cyclists and pedestrians between Waterbeach railway station and the development... and the station is within easy walking and cycling distance from the proposed main sports centre.' This proposed relocation further north is not within easy walking distance.

7.8 Notwithstanding the Parish Council's fundamental objection to the proposal, if it should be approved we request the SCDC as the planning authority impose suitable conditions to address these concerns – and to consult with the Parish Council on what these are.

7.9 Waterbeach Parish Council also undertook a separate public consultation exercise to

gauge the views of villagers with regard to this application. Approximately 230 comments were made in the consultation. Their comments are summarised in a separate table as an **appendix 1** to this report.

7.10 Waterbeach Parish Council responded further to the amended plans, and reiterated that the comments made in May to the original application still stand as it is not persuaded that its concerns had been addressed. In addition, they asked that the siting of fire hydrants is checked to ensure there is appropriate provision should there be an emergency at the station or in the vicinity.

7.11 **County Councillor comments**

The County Councillor has commented on the proposals, raising concerns over the following matters:-

1. Use of access to the site via Bannold Road and Cody Road
2. Prematurity
3. Too tight for access from buses
4. Will the car park be big enough
5. Where are the proposals for a shuttle service
6. Delay to improvements to existing station
7. Close to flood zone 3
8. Needs to be more than one lift
9. Will modal shift be maximised
10. Where are the proposals for connectivity with public transport.

7.12 **Anglian Water**

Originally objected to the proposal as it incorporated a potential vehicle gate along Bannold Drove. AW needs 24 hour unrestricted access to all water recycling centres for HGVs and other vehicles. Amended plans have been produced which retain the unrestricted 24/7 access for vehicles and tankers but prevent vehicular access to the station from Bannold Drove, and they have withdrawn their objection.

7.13 **Environment Agency**

Originally objected to the proposal on drainage grounds, but on receipt of amended plans has withdrawn the objection subject to a condition requiring a scheme to be submitted showing details of foul and surface water disposal, and a condition requiring a remediation strategy to be submitted should any unsuspected contamination be found to be present on site.

7.14 They recommend a condition is applied to any permission requiring a Flood Plan to ensure an appropriate method for flood warning and evacuation in extreme flooding circumstances

7.15 **Drainage Board**

The Drainage Board have stated that they have no residual capacity to accept any direct surface water discharge, that any surface water discharge has to be balanced on site and discharged at the Board's greenfield run-off rate of 1.1l/s/ha, and the Board have noted that this is recognised in the FRA.

**7.16 Network Rail**

Fully support the proposal to relocate the railway station. Relocating the station will allow for a station to be built in accordance with modern railway industry standards, whilst providing a safe interchange for customers travelling to and from the station on foot, bicycle, public transport and car.

**7.17 Railfuture East Anglia**

The current station with its narrow platforms, poor shelter, poor cycle storage, poor car parking facilities and staggered platforms that are operationally both on the 'wrong side' of the relatively dangerous level crossing is very difficult to improve for current users. It is not well suited.

7.18 Railfuture supports moving the station as long as it is linked to the existing village by a purpose built / improved village-only car access to a village-only new station car park. As the current station serves a wide catchment area, a separate road from the A10 through the proposed new settlement site to a separate car park must be provided from day one.

7.19 All footways, cycleways and roads leading to the new station must be carefully waymarked.

7.20 Both platforms must have good quality heating areas, canopies and toilet facilities, and the station must be built to the highest architectural standards.

**7.21 CCC – Archaeology**

Records show that the site lies within an area of high archaeological potential. There is no objection subject to a planning condition requiring a written scheme of archaeological investigation with a programme for site investigation.

**7.22 CCC – Drainage**

Following receipt of amended drainage calculations, have no objection to the proposals.

**7.23 CCC – Highways**

No objection to the proposals. Content with using Cody Road as the motor vehicular access to the station and Bannold Drove as additional cycle and footpath access to the station. Content to deal with off site highways works through legal agreement.

**7.24 SCDC – Drainage**

No objection to the proposals.

**7.25 SCDC – Ecology**

Generally in agreement with the ecological report, and does not believe further surveys will be required to determine this application.

7.26 The applicant has provided further detail relating to the proposed reptile receptor site and field margins meeting the criteria listed in the Cambridgeshire and Peterborough Habitat Action Plan, as well as providing more detail on the calculations for a net gain

in biodiversity.

- 7.27 No objection subject to the provision of a Construction Environmental Management Plan (CEMP – Biodiversity) which will take into account all of the constraints identified in the Ecological Assessment. This will need to include, re-surveys of badgers and otter prior to commencement of habitat clearance, details of timings for vegetation clearance to avoid the breeding bird season, details regarding reptile translocation, and avoidance of harm and disturbance to water voles, bats, and kingfishers.
- 7.28 A Landscape Environmental Management Plan (LEMP) is also recommended as a planning condition, to take into account all the habitat creation in association with the application, include establishment and ongoing management plans for the reptile receptor site, and planting schedules and planting densities for all native and non native species to be included.
- 7.29 In terms of bat movements, a specific condition is also recommended to agree a suitable lighting strategy.
- 7.30 **SCDC - Environmental Health**  
No objection subject to planning conditions relating to a Construction Management Plan that controls hours of working, piling and the spread of dust.
- 7.31 The following additional comments have also been made:-
- 7.32 Air Quality – no objections on the basis of the proposed mitigation measures included in section 6 of the Air Quality Assessment produced by Mott MacDonald dated February 2016. This requires the passive provision of power ducts for electric vehicle charge points, bike racks with CCTV monitoring, zipcar spaces and the implementation of a travel plan for the site.
- 7.33 Off site traffic noise impact on local roads – a condition requiring a noise mitigation scheme will be necessary to mitigate noise emissions from the access road and platforms affecting residential properties in Capper Road
- 7.34 Artificial lighting – a condition requiring a scheme to provide details of any street lighting and flood lighting will be necessary
- 7.35 Contaminated land – recommend approval subject to conditions relating to remediation strategies for the removal of any contamination, should any be found.
- 7.36 **SCDC – Landscape**  
The landscape officer has commented that proposals need more soft landscaping, and the details of planting and hard materials – layout and planting design, landscape materials and sundries, hard materials and landscape structures, landscape specifications, aftercare and management specifications, landscape implementation etc - should be secured by planning conditions covering the whole or agreed phased sections of the site.

7.37 **SCDC – Senior public health manager**

The Senior public health manager has commented that the submitted Health Impact Assessment is acceptable.

8 **Representations**

Over 50 letters **objecting** to the proposals were received from local residents and the Waterbeach Cycling Campaign, and their objections are summarised with the relevant officer response in another separate table, attached as an **appendix 2** to the report.

9 **Planning Assessment**

9.1 From the consultation responses and representations received and from inspection of the site and the surroundings, the planning assessment has been structured under the following headings:

- Principle of development
- Timing of application and justification
- Access to the site and transport impacts
- Design, layout and materials
- Noise, vibration and air quality
- Lighting
- Landscape and visual impact
- Water quality, flood risk and drainage
- Ecology
- Sustainability
- Contaminated land
- Archaeology
- Impact upon Bannold Drove
- Other material considerations

**Principle of Development**

9.2

**a) Policy & Prematurity**

9.3

Paragraph 48 of the NPPF states that weight should be given to relevant policies in emerging plans according to:

9.31

i) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

ii) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given);

and

iii) the degree of consistency of the relevant policies in the emerging plan

to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)

9.32 It goes further to advise that in the context of the Framework – and in particular the presumption in favour of sustainable development – arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:

9.33 a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and

9.34 b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

9.35 In this instance, the emerging Local Plan is at an advanced stage and the Inspectors' report has now been received. The proposal is also consistent with Policy SS/5 of the emerging Local Plan, which requires delivery of a relocated railway station to serve the proposed new town and existing village at Waterbeach. This policy objective is supported by evidence from the Ely to Cambridge A10 Transport Study 2018, which was commissioned by Cambridgeshire County Council. The study highlights the need for significant mitigation measures to enable the development of the new town to function effectively and recommends a new relocated station, alongside a suite of other travel interventions, to address this impact by encouraging non-car modes. It goes on to conclude that non-car mode improvement options are essential for the sustainable delivery of the new town and that they should be implemented from the outset of development construction and completed before more than 1,500 homes are built. It is proposed that these measures should be funded by the new developments which necessitate and benefit from them.

9.36 The development of a relocated railway station and interchange facility is also within Network Rail's Governance for Rail Investment Projects (GRIP) programme, which is explained later on in this report. The applicant has worked with Network Rail to agree the precise location for the new station, which has been selected as a 'sweet spot' for signalling purposes as well as being strategically located to serve both the existing village and new town, as indicated in the spatial framework of the draft Waterbeach New Town SPD

#### **b) Timing of application and justification**

9.4 i) Early delivery of sustainable transport at new town

9.41 A key driver for early progression of the relocated station is to coordinate its delivery with new homes at the new town and generate sustainable travel patterns from the outset, as per the recommendations of the Ely to Cambridge A10 Transport Study. The applicant aims to open the proposed station in 2021/2 at which point the Council's housing trajectory anticipates 100 homes delivered in the new town (SCDC Annual

Monitoring Report, Dec 2017). Large scale outline applications have been submitted to the Council for up to 11,000 homes at the new town to tie in with these anticipated timescales and potentially deliver a higher build out rate of new homes by 2021/22 (ref. S/0559/17/OL and S/2075/18/OL).

ii) Network Rail timetable

9.42 The GRIP process sets out Network Rail's timescale for the delivery of the station, should it get planning permission. The applicant (RLW) has progressed to GRIP Stage 3 and Network Rail has been involved in and signed off the drawings submitted as part of the planning application. Planning permission is required before the applicant can progress to the next stage of Network Rail's GRIP process and, beyond this, there is a long lead-in time before the station can be delivered, as outlined below:

- GRIP Stage 4 (single option development) should be complete by the end of 2018
- GRIP Stage 5 (detailed design) will commence in early 2019
- GRIP Stage 6 (construction, testing and commission) can start in early 2020 and
- GRIP Stages 7 and 8 (scheme handback and project close) will occur at the end of 2021

9.43 Given there is a need to secure track possessions (as well as other rail industry processes) for works within the rail corridor significantly in advance of planning permission, this timescale is required to facilitate construction within a timescale that has to be agreed with Network Rail.

iii) Deficiencies at the existing station

9.44 The application is also brought forward on the basis that the proposals will address current and significant deficiencies and safety concerns at the existing station relating to its access and parking arrangements, including:

- a) The level crossing at the station is in the highest risk category for its type, which will be exacerbated through continued background growth in users of the station and traffic on Station Road;
- b) Increasing passenger congestion at the platform accesses with Station Road / Clayhithe Road, with further potential for spilling out onto the carriageway and therefore bringing pedestrians into conflict with vehicular traffic;
- c) Increasing demand for cycle parking at the existing station and lack of existing capacity on the northbound platform for further parking resulting in more inappropriate cycle parking at, for example, the fencing along Station Road. This could further impede what is already a relatively poor quality pedestrian route along Station Road between the station and the rest of the village;
- d) Demand for car parking generated by the station continues to increase, much

of which will occur on-street, with some of the parking straddling footways and impeding pedestrian movement.

The applicant therefore proposes relocation of the station with the following benefits:

9.45

- a) Allow the creation of a modern accessible station, with facilities appropriate for the level of patronage;
- b) Provide capacity to accommodate 8-car trains, whilst facilitating future expansion to 12-car trains and increased stopping frequencies to meet the substantial increase in passenger demand;
- c) Provide sufficient cycle parking to cater for peak use;
- d) Provide free car parking to avoid commuter parking on residential streets;
- e) Provide bus stops and dedicated drop off facilities away from the public highway;
- f) Reduce pedestrian, cycle and car use of the Station Road level crossing, reducing the risk of serious accidents occurring;
- g) Remove the blight of commuter parking from the village streets between Greenside and Lode Avenue.

9.46

Consequently, the submitted application is not considered to be premature and is considered to be consistent with Policy SS/6 of the emerging Local Plan, which it at an advanced stage. The application is submitted at this point in time in order to facilitate progress through the Network Rail GRIP process and enable delivery of sustainable transport to coincide with the Council's anticipated timescales for housing delivery at the new town. The principle of the proposal is therefore in accordance with the objectives of Policies SS/6 and TI/3 of the emerging Local Plan and the recommendations of the Ely to Cambridge A10 Transport Study 2018.

### **Access to the site and transport impacts**

9.5

9.51

A concern of the Parish Council and residents has been whether Cody Road is suitable as the main access to the relocated station. Planning policies DP/1 and DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policy TI/2 of the draft South Cambridgeshire Local Plan (2018) state that development proposals should provide safe and convenient access for all to public buildings and spaces and to public transport and should be resisted where there are unacceptable adverse impacts from traffic generated. Emerging Local Plan Policy TI/2 also requires safe and accessible routes to railway stations and adequate provision to mitigate likely impacts.

9.52

It is considered that, in consultation with the County Council's Highways Development Control Officer and Transport Assessment Team, the use of Cody Road to access the

site for motor vehicles is acceptable and will not have a significant adverse impact upon the highway network. The applicant has provided swept path plans that show how buses can access the new access road from Cody Road. It has to be remembered that in the context of the wider new town proposals, this access will be primarily for use by residents of the existing village.

9.53 In comparison to the access to the existing station along Station Road, Cody Road has a less constrained access with less on-street car parking. Station Road also incorporates through traffic to Horningsea and the A14 and access to it is also through a busy built up area. Both Station Road and Cody Road are of similar width, Cody Road generally varies in width from 5.5 to 6m, and Station Road generally varies in width from 4.5 to 7.25m. Bannold Road is generally wider (over 6.25m wide) and much less constrained with parked cars than Station Road.

9.54 If the proposed station gets planning permission, the applicant has indicated that the station could be operational in 2021 (in accordance with the GRIP process). The applicant will not be able to undertake any work on the new station until they are able to gain 'possession' of the line from Network Rail. This process could take two years from planning permission to possession of the line. The developer will however be able to begin work on the access road to the station before then.

9.55 It is known that 80% of the existing vehicular trips to the existing station (source - Table 6 Transport Assessment) originate from either north or west of the village (from Cottenham etc). In the scenario of the relocated station being complete before the new access from the A10 is in place, users of the station from outside the village will potentially most likely use the Denny End junction with the A10, and then use Bannold Road and Cody Road to access the station. The applicant has proposed a car park with a capacity of 200 spaces, which is more than adequate to cope with the current demand at the existing station.

9.56 Analysis from the applicant suggests that the current peak car parking demand for the station on a typical weekday is about 150 cars, with half of those cars parked at the station car park (which has a capacity of 73 cars) and the other half of those cars parking in the surrounding streets and around the village green.

9.57 In the scenario of the relocated station being completed with the new access from the A10 also being complete at about the same time, vehicular access to the station using Cody Road will be primarily from within the village, with a much smaller number probably coming from Horningsea. Table 6 suggests that 13% of the vehicular traffic comes from the Horningsea direction. Those users who live in the village and who will choose to drive to the relocated railway station will use various routes, but will have to use either Way Lane or High Street to get to Cody Road if they live in the southern part of the village. The number of vehicle movements will be very similar, but there will be a redistribution of movement, with traffic flow reducing a small amount on Car Dyke Road, High Street and Station Road, and increasing along Denny End Road, Bannold Road and Cody Road.

New housing developments are currently under construction on Cody Road. Once the

9.58 houses currently being built along Cody Road are complete, there will be a total of 30 dwellings along this stretch of road, and all these dwellings will have 2 off street car parking spaces. Although some on street car parking does take place along Cody Road, the developments along this road have been designed so that the default position should be cars parking on their own driveways. This situation compares favourably with Station Road, which has long stretches of on street car parking with most of the houses between the village green and the station not served by any off-street car parking, and two way traffic only able to take place through the use of double yellow lines to restrict on street car parking in certain locations.

9.59 It is therefore considered that Cody Road is not a poor choice of access for residents of the village to access the railway station, compared to the current situation along Station Road

9.60 Planning policy TR3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policy TI/2 of the draft South Cambridgeshire Local Plan (2018) states that proposals for 'major development' or where a proposal is likely to have 'significant transport implications' the Council will require developers to submit a Transport Assessment (TA) and a Travel Plan (TP). A TA and a framework TP have been submitted as part of this planning application. The TA concludes amongst other things that the proposed development is likely to improve the situation at the level crossing by reducing the number of users exposed to risk, and by creating a new station with improved cycling capacity and improved pedestrian links.

9.61 The transport assessment also incorporates a framework station travel plan (STP) which is focused on maximising non-car trips to the station and supporting more sustainable forms of travel. It will have to evolve and be implemented in detail before the relocated station is opened. The implementation of the STP will be secured by planning condition.

9.62 Planning policies TR/1 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policies HQ/1 and TI/2 of the draft South Cambridgeshire Local Plan (2018) state that development should minimise the need to travel and reduce car dependency and achieve a permeable development for all modes of transport. The information regarding the access by different modes of transport is welcomed and it is considered that the proposed development has been designed to provide a high degree of access by sustainable modes arranged to be as permeable as possible.

9.63 New and enhanced walking and cycling access to the proposed station can be appropriately secured through the enhancement of walking and cycling routes along Cody Road and Bannold Drove. Anglian Water had objected to the erection of a barrier along Bannold Drove to create a pedestrian / cycle access only. This proposal has now been removed from the plans. Bannold Drove will be shared amongst cyclists, pedestrians, local farm traffic and vehicles accessing the water treatment works, but it is considered that the potential for conflict between these users will be very low as the drove will not have increased farm or Anglian Water traffic vehicular

traffic. These new and enhanced walking and cycling access routes to the proposed station will be required to be provided before the station is brought into use.

9.64 It is therefore considered that the submitted proposals are consistent with policies TR/1 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policy TI/3 of the South Cambridgeshire Local Plan (2018).

9.65 Planning policies TR/1, TR2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policy TI/3 of the South Cambridgeshire Local Plan (2018) state that development must provide car and cycle parking in accordance with the Parking Standards, in number, location and design. The TA has identified the number car and cycle parking spaces required for the development and this is considered to be acceptable. Notwithstanding the clear focus on sustainable modes of travel it is accepted that that whilst the station should provide an element of car parking for those who have no other option but to drive to the station, those travellers that have access to alternative means of transport should be encouraged to use these rather than being encouraged to drive as a result of an oversupply of on-site parking. Appropriate highway signage by all modes for the development will be secured by planning condition.

9.66 Some local residents have suggested that parking restrictions should be imposed before the development becomes operational. To enable formal review of any impact of the implementation of the proposed development it is recommended that an undertaking be sought from the applicant to monitor parking before and after the opening of the new station. If it is found that problems are arising from on-street parking then any necessary controls could be developed and introduced in consultation with residents and businesses and in accordance with the Cambridgeshire County Council On-street Parking Policy. For any parking restrictions to be imposed the highway authority would have to follow due process through a Traffic Regulation Order. This process includes provision for local consultation to be undertaken. Overall there are insufficient grounds to oppose the development on highway capacity or road safety grounds subject to the undertakings and planning conditions (see Draft Conditions) set out in the recommendation. Any issues that do arise can be addressed through the submission and subsequent monitoring of an appropriately worded car park management scheme.

9.67 The TA identifies an appropriate level of cycle parking provision, and that the number of spaces provided can be expected to be monitored and reviewed by the site operator. The surveying of cycle space demand should be formalised through the Station Travel Plan (STP) to ensure that sufficient cycle parking is provided. The STP should also provide details of any capacity necessary to accommodate non-standard bicycles. It is therefore considered that the level of car and cycle parking is appropriate for the development as proposed in accordance with policies TR/1, TR2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/3 of the draft South Cambridgeshire Local Plan (2018). The STP will also provide for a shuttle service

between the village and the station.

9.68 A contribution of £50,000 has been secured towards off site highway works for traffic calming.

9.69 In terms of accessing the site for construction, this is normally dealt with through the submission of a construction management plan (CEMP) submitted as a planning condition. The choice of routes for construction traffic will depend on a number of factors, such as what is being delivered and when it will be delivered. Some elements for the construction of the new railway could be delivered by rail, and some could use Cody Road and / or Bannold Road. It may be possible, depending on the timing of the construction of the proposed railway station and access road with the determination of the two outline planning applications, for some construction traffic to use the former barracks site to access the site. This issue will be dealt with by the submission of a CEMP required by planning condition.

### **Design, layout and materials**

9.7

9.71 Planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/2 of the draft South Cambridgeshire Local Plan (2018) states that development should conserve and wherever possible enhance local landscape character and green infrastructure. New buildings will be permitted where it can be demonstrated that they have a positive impact on their setting in terms of location on the site, height, scale and form, materials and are constructed in a sustainable manner. It is considered that the design of the development has responded positively in terms of layout, design and choice of materials used in the context of policy SS/6 of the draft South Cambridgeshire Local Plan (2018). The proposals to create areas of soft landscaping are acceptable, although more significant tree planting areas will be required, to be achieved by planning condition. The proposed boundary treatment needs clarification, and final approval of samples of the external materials for hard landscaping areas, fencing and buildings, including the electricity substation, should be the subject of planning conditions to secure a high quality finish. Final touches to the public realm can be achieved by the provision of appropriate levels of seating and benches, which can also be secured through the use of an appropriate planning condition.

9.72 It is considered that the proposed development is consistent with the NPPF and policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/6 of the draft South Cambridgeshire Local Plan (2018).

9.73 Planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018) states that new development should achieve a good interrelationship between buildings, routes and spaces both within the development and with the surrounding area. Planning policy DP/2 also states that new development should achieve a permeable development for all sectors of the community and all modes of transport, including links to existing footways, cycleways,

bridleways, rights of way, green spaces and roads. It is considered that the proposed development does include good interrelationship between buildings, routes and spaces creating a permeable site with links to existing rights of way. It is therefore considered that the proposed development is consistent with policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

9.74 Planning policy DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).states that new development should provide safe and convenient access for all to public buildings and spaces, and to public transport, including for those with limited mobility or those with other impairment such as of sight or hearing. The proposal incorporates disabled access and drop off. Concern has been expressed that the disabled access is at the far end of the station. However, as discussed earlier in the report this application should not be considered in isolation, and when looking at the application in the context of the wider plans for the new town, then the disabled access is at the centre of the proposed station quarter. The proposed development is considered consistent with policy DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

#### **Noise , Vibration and Air Quality**

9.8

9.81 The potential of the proposed development to generate noise and disturbance has been highlighted by some residents. Such impacts have been carefully assessed by the Council's Environmental Health Officer. He is satisfied that subject to appropriate mitigation to be secured by planning conditions the proposed development should not give rise to noise and disturbance that would cause unacceptable harm to local amenity. Appropriate conditions are included in the recommendation (see Draft Conditions). With mitigation it is therefore considered that the anticipated impacts are acceptable and the submitted proposals are consistent with polices DP/3 and NE/15 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/11 of the draft South Cambridgeshire Local Plan (2018). Development proposals that require a Transport Assessment and Travel Plan as set out in Policy TI/2 of the draft South Cambridgeshire Local Plan (2018) will also be required to produce a site based Low Emission Strategy, in accordance with planning policy SC/13 of the draft South Cambridgeshire Local Plan (2018).The proposal should also be considered in the context of the wider new town proposals

#### **Lighting**

9.9

9.91 Uncontrolled surface lighting has the potential to harm the visual amenity of the local area. However, appropriate levels of lighting have been identified in the submitted application required for of the station interchange to safely access the station platforms, car park, bus stops, pickup/set down area, cycleways and walkway and

access to the station. The submitted information has been assessed by the Environmental Health Officer who finds the details acceptable in principle subject to the imposition of a planning condition (see Draft Conditions) whereby more detailed information can be assessed, including potential for light spill affecting amenity, in due course. The use of adjustable modern lighting should not give rise to significant adverse effects and it is therefore considered that the submitted proposals are consistent with policy NE/14 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/10 of the draft South Cambridgeshire Local Plan (2018). The proposal also has to be considered in the context of the wider new town proposals.

### **Landscape and visual impact**

9.10

This issue has been assessed by the landscape officer who has recommended more landscaping, particularly along the access road to the station. Subject to the imposition of an appropriate planning condition requiring a landscaping scheme that demonstrates a greater amount of soft landscaping and tree planting, the submitted proposals are consistent with policies DP/1, DP/2, and NE/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/2 of the draft South Cambridgeshire Local Plan (2018).

### **Water quality, flood risk and drainage**

9.11

Several organisations were consulted over the drainage proposals. After initial concerns were raised over the detailed calculations used to work out the drainage design, and also changes to the drainage design to ensure that the ponds were less engineered, the relevant organisations have raised no objections. The proposed approach to drainage would encompass swales and bio-retention ponds. It is therefore recommended that a planning condition be imposed to secure the implementation of a satisfactory detailed design reflecting arrangements for sustainable drainage. The applicant states that foul drainage will be dealt with through non-mains sewerage, using a package sewage treatment plant. However no reference is made to the effluent discharge point or appropriate sizing, and as such the risk of pollution to the adjacent controlled watercourse cannot be assessed until a foul and surface water drainage scheme is provided by condition. Subject to the imposition of planning conditions, the submitted proposals are considered consistent with policies DP/1, DP/3, NE/8, NE/9, NE/10, NE11 and NE/12 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policies CC/8 and CC/9 of the draft South Cambridgeshire Local Plan (2018).

### **Ecology**

9.12

The proposed development will provide a receptor site for reptiles which will be secured by condition, and there will also be a requirement for ecological enhancement, which will also be secured by planning condition.

It is therefore considered that the submitted proposals are in accordance with policies DP/1, DP/3, NE/6 and NE/7 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007), South Cambridgeshire District Council's Biodiversity SPD (2009) and planning policy NH/4 of the draft South Cambridgeshire Local Plan (2018).

### **Sustainability**

9.13

A sustainability strategy has been prepared to consider how to minimise the impact of the development on the environment. It proposes methods to meet the development's sustainability targets. The strategy proposes the following:-

- 1) The use of recycled aggregate where possible for sub base to access roads etc
- 2) The specification of materials with a BRE Green Guide rating
- 3) Re-use of excavated materials on site
- 4) Passive design, including the use of solar control glazing and shading, and using high thermal mass materials

It is recommended that full details of the strategy should be secured by an appropriate planning condition (see Draft Condition). It is therefore considered that the submitted proposals are consistent with policies DP/1, NE/1, NE/2 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy CC/3 of the draft South Cambridgeshire Local Plan (2018).

### **Contaminated Land**

9.14

The nature of the application site suggests that there is a possibility of encountering some ground contamination (often hydrocarbon from fuel/oil spillage) during the implementation of the proposal. Ground disturbance during construction could mobilise any in-situ contamination and steps may need to be taken to protect the environment from any pollution. The Environmental Health Officer has recommended the imposition of planning conditions (see Draft Conditions) to both deal with the identification of any contamination encountered during construction and effectively deal with its implications and mitigation. It is therefore considered that the submitted proposals are consistent with policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/12 of the draft South Cambridgeshire Local Plan (2018).

### **Archaeology**

9.15

The County Archaeologist has advised that there is a possibility of disturbing archaeological remains but that effective mitigation can be secured through use of a planning condition in this case. A scheme of archaeological works will need to be submitted to and approved in writing prior to the commencement of development.

### **Impact upon Bannold Way bridleway and access to the Water Treatment Works**

9.16

It is accepted that there will be harmful effects upon the bridleway, by virtue of the access road crossing it. However it is considered that this harm will be less than substantial, and also has to be seen in the context of the proposals for the new town which have the bridleway as an important structural element. Anglian Water were concerned over original proposals to install a gate along Bannold Drove and which might prevent 24/7 access to the water treatment works. However revised plans were submitted which removed the gates and introduce a give-way and traffic calming for vehicles using the access road to the station where it crosses Bannold Drove.

#### **Other material considerations**

9.17

The Parish Council have referred to the Waterbeach Lakes application and its proximity to the existing railway station. That application has now been withdrawn, and little weight can be attached to it as a relevant planning matter in the consideration of this application.

The Parish Council have also expressed concern over disabled access to the relocated station. The existing station is poorly served for disabled users, and the proposed railway station, which has the support of Network Rail, will improve facilities for all users. The location of the disabled access is in an appropriate location adjacent to disabled vehicular drop off, and when assessed in the context of the wider new town proposals, will be in the centre of the longer 12 carriage platforms when these platforms eventually arrive. A planning condition will be required to ensure that there is a scheme in place for disabled users should the lift ever break down.

The concern raised by the Parish Council in relation to fire hydrants can be dealt with by an informative.

## **10 Recommendation**

10.1 Officers recommend that the Committee **APPROVES**, subject to the following:

### **10.2 Requirements under Section 106 of the Town and Country Planning Act 1990 (or to be provided under a unilateral undertaking)**

A contribution of £50,000 towards offsite highway works, including provisions for traffic calming along Way Lane and improvements for pedestrians at the Denny End Road / Bannold Road junction

#### **Conditions**

##### **1. Implementation**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

## **2. Approved Plans**

The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application and as amended by the conditions stated on this decision notice and the following drawings:

SK-OPT\_C Proposed crossing arrangement  
CIV-DWG-0304 Rev 03 Proposed elevation  
DWG-0101\_H Proposed access road  
DWG-0102\_G Proposed station car park  
DWG-0104\_C Proposed Bannold Drove Footway Improvements  
DRG-0103\_E Proposed Cody Road Footway Improvements  
DRG-0110-RO2 Station layout proposed platform and roof plan  
DRG-0300\_PO1 Typical highway construction details  
DRG-0302\_PO1 Illustrative portakabin and cycles  
DRG-0405\_RO2 Station layout station platform section  
5475\_LVA\_008\_H Landscape strategy

Reason: To define the permission and to protect the character and appearance of the locality in accordance with policies DP/1, DP/2, DP/3 the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

## **3. Material Samples**

Notwithstanding the approved drawings, no development shall commence, apart from enabling works, until samples of the materials to be used in the construction of the external surfaces of all the buildings and structures, hereby permitted, including the electricity sub station, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate in accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

## **4. Landscaping**

Notwithstanding the submitted plans, no development shall commence, apart from enabling works, until full details of soft and hard landscaping relating to the car park and access road have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. The landscaping details shall include:

a) an updated Access Statement detailing routes through the landscape and the facilities it provides (including provision of landings along the ramped pathways);

- b) tree pit details necessary for any tree planting; including provision for storage of water for irrigation purposes;
- c) existing and proposed underground services and their relationship to both hard and soft landscaping;
- d) proposed trees: their location, species and size;
- e) soft planting areas: including grass and turf areas, shrub and herbaceous areas;
- f) topographical survey: including earthworks, ground finishes, levels, drainage and fall in drain types;
- g) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;
- h) hard landscaping: including ground surfaces, kerbs, edges, steps and public realm furniture; and
- l) any other landscaping feature(s) forming part of the scheme.

All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance/watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/2 of the draft South Cambridgeshire Local Plan (2018).

## **5. Car parking management scheme**

The railway station shall not come into use until full details of a car parking management scheme for the car park serving the proposed relocated railway station has been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved.

Reason: In the interests of effective car parking management in accordance with policies TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/3 of the draft South Cambridgeshire Local Plan (2018).

## **6. Flood plan – for emergencies in flooding conditions**

The railway station shall not come into use until full details of a flood plan demonstrating how the station will be accessed for emergencies in flooding conditions has been submitted to and approved in writing by the Local Planning Authority. The plan shall be carried out as

approved.

Reason: In the interests of safe access and egress from the proposed relocated railway station in accordance with policies TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/3 of the draft South Cambridgeshire Local Plan (2018).

## **7. Sustainability**

Notwithstanding the details provided within the Sustainability Statement ref. 328331/SU/A, no development shall commence, apart from enabling works, until a revised statement, detailing exactly which sustainability measures are to be introduced relating to the railway station have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall demonstrate and embed the principles of climate change mitigation and adaption, and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of mitigation and adaption to climate change in accordance with policies DP/1, NE/1 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy CC/1 of the draft South Cambridgeshire Local Plan (2018).

## **8. Signage**

Prior to the erection of any signage and before the railway station comes into use, a detailed signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of signs including direction signage, building signage and electronic notices that are required as part of the approved development. The signage scheme shall be implemented prior to the bringing into use of the approved development.

Reason: To provide signage for attractive, direct and safe walking and cycling routes within the development connecting key destinations. In accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policies HQ/1 and TI/2 of the draft South Cambridgeshire Local Plan (2018).

## **9. Lighting**

Prior to the installation of any artificial lighting, a detailed artificial lighting scheme and the significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as street lighting, floodlighting, security, platform and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted

luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward Light Ratio requirements. The artificial lighting scheme strategies must be sensitively designed for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved scheme details / measures unless the Local Planning Authority gives its written consent to any variation.

Reason: To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties and to be sensitively designed for biodiversity in accordance with policies NE/14 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/9 of the draft South Cambridgeshire Local Plan (2018).

#### **10. Ecology - Construction Environmental Management plan (Biodiversity)**

No development shall commence until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of biodiversity protection zones.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location, timing and minimisation of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusive barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented in full through the construction period, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/4 of the draft South Cambridgeshire Local Plan (2018).

#### **11. Ecology - Landscape and Ecological Management Plan**

The railway station shall not come into use until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall address compensation, enhancements and restoration of habitats and shall include:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of the work schedule (including an annual work plan capable of being rolled over for the entire operational phase, such as 25 years).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan shall be implemented in accordance with the approved details.

Reason: To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007). and planning policy NH/4 of the draft South Cambridgeshire Local Plan (2018).

## **12. Contaminated Land**

No development shall commence until the following has been submitted to and agreed in writing by the Local Planning Authority:

- a) A detailed desk study and site walkover
- b) Following approval of (a), a detailed scheme for the investigation and recording of contamination and remediation objectives (which have been determined through risk assessment)
- c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement)
- d) The works specified in the remediation method statement will be completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without

unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/11 of the draft South Cambridgeshire Local Plan (2018).

### **13. Water Quality, Flood Risk and Drainage**

No development shall commence until a surface and foul water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and agreed in writing with the Local Planning Authority. The drainage strategy shall demonstrate that the surface water run-off generated up to and including the critical storm event (inclusive of climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The submitted scheme shall also specifically relate to the protection of groundwater and include a management plan. The approved scheme shall be implemented in full prior to the bringing into use of the approved development and thereafter maintained in accordance with the approved scheme.

Reason: To ensure a satisfactory method of surface water drainage, to ensure future maintenance of the surface water drainage system, to prevent the increased risk of flooding on site and/or elsewhere, and to protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) in line with the NPPF (paragraph 109), policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policies CC/8 and CC/9 of the draft South Cambridgeshire Local Plan (2018).

### **14. Construction Environmental Management Plan**

No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the consideration of the following aspects of construction:

- a) Indicative site wide construction and phasing programme
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring, location of contractors' compound / offices and method of moving materials, building material plant and equipment storage around the site and enforcement
- c) Construction hours
  - i. Construction hours and days for work undertaken within the boundaries of the operational railway
  - ii. Construction hours and days for work undertaken within the remainder of the site
- d) Delivery times for construction purposes
- e) Outline Waste Management Plan (OWMP)
- f) Maximum noise mitigation levels for construction equipment, plant and vehicles
- g) Maximum vibration levels
- h) Dust suppression management and wheel washing measures including the deposition of all debris on the highway

- i) Site lighting
- j) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- k) Screening and hoarding details.
- l) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- m) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices.
- q) Liaison, consultation and publicity arrangements including dedicated points of contact.
- r) Consideration of sensitive receptors
- s) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.
- u) Membership of the Considerate Contractors Scheme.
- v) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.

The approved plan and schemes shall be implemented in full throughout the construction phase of the development. The compliance of the CEMP shall be reviewed at monthly intervals.

Reason: To safeguard and protect the amenity of nearby residents from the adverse levels any operational noise and ensure that noise does not give rise to a significant adverse impact on the health and quality of life (amenity) of existing residential premises in accordance with policies, DP/1, DP/3, DP/6 and NE/15 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/10 of the draft South Cambridgeshire Local Plan (2018)..

#### **15. Control of noise from the station public address system**

Any public address system that may be installed on the site shall only operate between 0500 and 2300 hours.

Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/9 of the draft South Cambridgeshire Local Plan (2018).

#### **16. Noise Complaint**

Following written notification from the Local Planning Authority that a justified noise and / or vibration complaint relating to the approved use has been received from a local resident, the applicant or operator shall at their own expense, employ a suitably competent and qualified person/s to submit a scheme of noise/vibration monitoring that assesses and demonstrates

operational compliance with maximum permissible noise levels as predicted in the submitted Noise and Vibration Report, and this shall be submitted to and approved in writing by the Local Planning Authority.

The scheme of noise/vibration monitoring to demonstrate compliance with maximum permissible noise levels shall be based upon the methodology contained within British Standard (BS) 4142 and 6472 (or as superseded) and commensurate with the guidance contained within BS7445. Such an assessment/compliance scheme should encompass:

- Methodology for measurements
- Background noise/vibration levels
- Location for noise/vibration monitoring
- Timing of noise/vibration monitoring
- Frequency of monitoring
- Notification of results and compliance with maximum permissible noise levels as predicted in the submitted Noise and Vibration Report.

The assessment/compliance scheme assessment shall be commenced within 14 days of any notification from the Local Planning Authority, unless a longer time is approved in writing by the Local Planning Authority. A copy of the assessment report, together with all recorded noise/vibration measurements, meteorological data and audio files as appropriate obtained as part of the assessment shall be provided to the Local Planning Authority within a time period to be agreed with the Local Planning Authority as appropriate to each case.

Reason: To safeguard and protect the amenity of nearby sensitive residents in accordance with and Policies DP/3 and NE/15- Noise Pollution of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/10 of the draft South Cambridgeshire Local Plan (2018).

## **17. Travel Plan**

The railway station shall not be brought into use until a Station Travel Plan (STP), (based upon the Framework Travel Plan submitted with the planning application) has been submitted to and agreed in writing with the Local Planning Authority. The STP will use SMART objectives and use surveys to monitor parking in the station car park and surrounding roads, monitor the take-up and use of cycle parking, including non standard size bicycles, and will provide a shuttle service between the village and the relocated railway station, It will put forward appropriate measures to deliver on the above. The Plan shall be implemented in accordance with the approved details.

Reason: In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policies TI/2 and TI/3 of the draft South Cambridgeshire Local Plan (2018).

## **18. Cycle and Pedestrian Access**

The railway station shall not be brought into use until the proposals to widen the existing

footways along Cody Road and the improvements to Bannold Drove in accordance with plan numbers DRG-0103\_E Proposed Cody Road Footway Improvements and DWG-0104\_C Proposed Bannold Drove Footway Improvements as listed in Condition 2 are completed and available for use by the public.

Reason: In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/2 of the draft South Cambridgeshire Local Plan (2018).

### **19. Traffic Management**

The railway station shall not be brought into use until a Traffic Management Plan for all modes of transport including taxis and buses has been submitted to the Local Planning Authority for approval. It will create a servicing and delivery plan to manage the servicing of the station facilities and infrastructure by Network Rail and retail suppliers. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems.

Reason: In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3 TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/2 of the draft South Cambridgeshire Local Plan (2018).

### **20. Archaeology**

No development shall commence until a written scheme of investigation (WSI) for a programme of archaeological works has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include:-

- a) The statement of significance and research objectives
- b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- c) The programme for post excavation assessment and subsequent analysis, publication and dissemination, and deposition of resulting material.

Reason: To secure the provision of archaeological excavation and the subsequent recording of any remains in accordance with policy CH/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/14 of the draft South Cambridgeshire Local Plan (2018).

### **21. Amenity**

The railway station shall not be brought into use until an emergency procedure strategy for access / egress to and from the station for disabled people in the event of mechanical fault or failure of the lifts provided at each platform has been submitted to the Local Planning

Authority for approval. The approved strategy shall be fully implemented prior to the station coming into use and maintained thereafter.

Reason: To ensure that adequate provision is made for disabled passengers in the event of mechanical fault or failure of the lifts in accordance with policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

## **22. Amenity**

The railway station will not be brought into use until details of off-gauge bicycle parking provision has been submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full prior to bringing the development into first use.

Reason: In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/3 of the draft South Cambridgeshire Local Plan (2018).

## **23. Public realm**

The railway station will not be brought into use until details of public realm provision has been submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full prior to the station coming into use.

Reason: In the interests of high quality design and amenity in accordance with policies DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/2 of the draft South Cambridgeshire Local Plan (2018).

### **Informatives**

#### **1. Enabling Works**

Enabling works for the purpose of any of the above conditions are defined as earth movement, site preparation and piling (instalment of pile caps and ground beams).

This is because enabling works and piling will not prejudice the discharge of conditions worded as 'no development shall commence, except for enabling works'.

#### **2. SuDS**

Infiltration sustainable drainage systems such as soakaways, unsealed porous pavements or infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to the water environment. SuDS should be constructed in line with good practice and guidance documents which should include the SuDS manual (CIRIA C753, 2015) and the Susdrain website.

#### **3. Pollution prevention**

Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the

bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.

4. Fire hydrants

To ensure an adequate water supply is available for emergency use, fire hydrants should be provided in appropriate locations.

**Background Papers:**

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

South Cambridgeshire Local Development Framework Development Control Policies  
(Adopted July 2007)

draft South Cambridgeshire Local Plan (2018)

Planning file S/0781/18/FL

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