



Report to:	Cabinet	30 July 2021
Lead Cabinet Member:	Councillor Neil Gough – Deputy Leader and Lead Cabinet Member for Strategic Planning and Transport and Lead Cabinet Member for Transformation and Projects	
Lead Officer:	Stephen Kelly – Joint Director of Planning and Economic Development	

Cambridge South Station and Associated Infrastructure Enhancements

Executive Summary

1. This report is to approve the approach to South Cambridgeshire District Council's statutory response to the consultation on the application by Network Rail made under the Transport and Works Act 1992 for the Cambridge South Infrastructure Enhancements scheme and request for deemed planning consent submitted to the Secretary of State for Transport. The consultation ends on 2 August 2021.
2. The proposed Order would authorise the construction, maintenance and operation by Network Rail of works comprising the construction of a new station at the Cambridge Biomedical Campus within Cambridge City Council administrative boundary, and associated improvements to the West Anglia Main Line, including works within South Cambridgeshire (Great Shelford parish).
3. The recommendation is to support in principle the proposed works within South Cambridgeshire, however concerns are raised about elements of the proposal, including the proposed biodiversity net gain targets, the landscape and visual impact assessment, the impacts on local residents, the impact on the local cycle network, and the impact on the Scheduled Monument within the application site boundary.
4. This officer recommendation is based on an assessment of the site constraints and consultation with relevant technical officers, which are summarised in this

report. The scheme is acceptable based on the relevant policies of the South Cambridgeshire Local Plan 2018, the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020) and other materials considerations.

Key Decision

5. No.

Recommendations

6. It is recommended that Formal Cabinet endorses the draft formal response in Appendix 1 of this report and gives authority to Joint Director for Planning and Economic Development to make minor amendments to the consultation response as appropriate.

Reasons for Recommendations

7. The scheme is acceptable based on the relevant policies of the South Cambridgeshire Local Plan 2018, the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020) and other materials considerations.

Details

Background

8. Network Rail Infrastructure Limited (Network Rail) submitted an application on 18 June to the Secretary of State for Transport for a Transport and Works Act Order (TWAO) to authorise the construction and operation of the Cambridge South Infrastructure Enhancement scheme, including a request for deemed planning consent. The application will be determined by the Secretary of State and South Cambridgeshire District Council is a statutory consultee. The consultation ends on 2 August 2021. Greater Cambridge Shared Planning has assessed the proposal and made recommendations to both South Cambridgeshire and Cambridge City councils for the cross-boundary works.

9. The stated aim of the scheme is to improve connectivity and capacity in the Cambridgeshire region and to accommodate future growth in the area. The primary works are the construction of a new railway station located between the Cambridge Biomedical Campus and Hobson's Park and bordered to the north by the Cambridge Guided Busway, which are within Cambridge City administrative area. The scheme includes associated works and improvements to the West Anglia Main Line track within South Cambridgeshire, including works to Shepreth Branch Junction at the southern extent of the application site boundary.
10. The application states that the proposed works would not extend the existing capacity of the rail network to provide additional services beyond those that currently operate. However, the works would future-proof the line and have been developed in discussion with the East West Rail Company to deliver an infrastructure design that can be adapted to meet longer-term needs of the railway network in the area, including to allow potential future East West Rail to stop at the new station.

Proposed development

11. The works within South Cambridgeshire are:
- works to Shepreth Branch Junction in Great Shelford, including remodelling the switches and minor realignment of the track for short distance to permit line speeds to be increased from 30 miles per hour (mph) to 50 mph;
 - associated works to the embankments to accommodate and support the new railway infrastructure;
 - Webster's footbridge installation of safety screens and a small railway maintenance area to the east of the existing Webster's footbridge;
 - closure of farm crossings Dukes No.2 Level Crossing and Webster's Level Crossing at Shelford and extinguishment of the existing private access over the crossing to improve safety. A new bridge is proposed over Hobson's Brook to give access to that land from Addenbrooke's Road;
 - new permanent rail systems compound to the south-west of Addenbrooke's Road (Nine Wells Bridge) within a fenced enclosure containing an electricity

substation, a single storey building housing signalling and equipment, space for maintenance vehicle parking;

- attenuation ponds and drainage works to the south of Addenbrooke's Road;
- acquisition of replacement land for exchange open space land to the south of Addenbrooke's Road including landscaping works;
- relocation of existing masts and compounds;
- powers to carry out certain works in the highway and the right to use private roads for the purposes of construction, and powers to carry out works to streets including the temporary diversion of streets; and
- temporary diversion of NCN Route 11 (cycle track) and reinstatement post construction to its original alignment under Nine Wells Bridge.

12. The Council has received an electronic copy of the application documents which can be viewed online (<https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/improving-the-railway-in-anglia/cambridge-south-station/>). The application includes a draft Order, a Consultation Report, Deemed Planning Permission and proposed conditions, and an Environmental Statement has been submitted with the application. The application is also accompanied by a Planning Statement, Design and Access Statement, Public Open Space Assessment.

Site constraints

13. The relevant site constraints in South Cambridgeshire within, or close to, the application site boundary include Hobson's Brook which runs through the site and Nine Wells Local Nature Reserve within 100m of the site. The site is within the Cambridge Green Belt. The Scheduled Monument to the west of the railway line and to the south of Addenbrooke's Road is partially within the site. The Grade II Listed Nine Wells Monument is within 130m to the east of the site and there are a number of other Listed Buildings in Great Shelford within 30m of the application site boundary. The Great Shelford Conservation Area adjoins the southern boundary of the application site.

Assessment

14. The overall aim of the Cambridge South Infrastructure Enhancements scheme to promote connectivity within Cambridgeshire is supported to facilitate future growth in the area and promote sustainable development, in line with the objectives of the South Cambridgeshire Local Plan 2018 which supports sustainable economic growth, responding to climate change, and maximising sustainable transport modes (policy S/2), and also supported in the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020).

15. Network Rail has committed to achieve a 10% net gain in biodiversity, however the Council encourages the applicant to align with the Council's Doubling Nature Strategy 2021 and aspire to target 20% biodiversity net gain. The application provides limited information about how the biodiversity net gain will be achieved, but states that this will be through options to purchase additional land to build new habitats; to purchase biodiversity units from third party organisations; or working with third parties to achieve biodiversity units on their land. The detail would be secured through a condition for an Ecological Method Statement to be submitted to the Council for consideration, however insufficient information has been submitted at this stage to demonstrate that these options are deliverable and would achieve the target, and as such there is no evidence that the condition could be met. More information should be submitted before the application is determined.

16. The Landscape Team has reviewed the Landscape and Visual Impact Assessment report which has been submitted by the applicant. This includes an assessment of receptors within South Cambridgeshire, including from National Cycle Route 11 (NCN11), public rights of way and permissive paths, accessible areas of More's Meadow, the Magog Downs and Nine Wells Local Nature Reserve, as well as users of the railway line. The methodology is acceptable and the conclusions are supported, however there is a concern that the findings and conclusions are partly reliant on the successful mitigation through the landscape proposals. The application does not provide sufficient detail of the landscape proposals to provide unreserved assurance of the success of the mitigation, but the draft conditions secure appropriate details to assess this at a later stage.

17. On a minor point, more detail is requested on the deemed planning drawings parameter plans to specify the footprint and height of substation and other structures within the compound to the south of Addenbrooke's Road. The land take for this facility should be carefully considered at detailed design. The area must be carefully integrated into its rural location and the land take minimised to give maximum opportunity to improve the surrounding environment.
18. The enhancements to future-proof the West Anglia Main Line are supported in principle, however the proposed increase in line speed at the Shepreth Branch Junction from 30 mph to 50 mph must carefully consider the noise and vibration impact on local residents. The Environmental Health team has reviewed the operational noise and vibration impacts and has not raised any concerns on nearby residential properties, albeit they have recommended a condition for further assessment of operational noise and vibration impacts on sensitive commercial uses within the Cambridge Biomedical Campus to be submitted.
19. Regarding construction noise, the applicant's noise modelling has identified construction noise levels at various locations as being potentially moderate – major in terms of magnitude by day and by night, including at Shepreth Branch Junction (particularly Abberley Wood). This was to be expected and it is acknowledged that due to health and safety reasons and access constraints, work will need to be carried out throughout the day and night depending on whether or not possession of rail tracks is required. However, site specific mitigation and attenuation measures will need to be employed at locations where works will occur that have the potential to adversely impact residential premises i.e. residential properties at Granham's Road, Davey Crescent and Abberley Wood areas of Great Shelford. These measures should be included in the Code of Construction Practice to be submitted via a condition.
20. The Environmental Health team has noted that major construction ground-borne vibration impacts are identified in the applicant's assessment at Shepreth Branch Junction due to piling. Full details of mitigation will be provided within the Code of Construction Practice. The applicant has committed to Best Practicable Means

alongside continued liaison and communication with occupiers of the premises in close proximity to the station area, with details to be provided in the Code of Construction Practice Part A. This includes a commitment to provide advanced notification of works to local residents and a project helpline. The timing of advanced notifications will be agreed through Code of Construction Practice Part B following consultation with the Council. Targeted communications strategies will be developed for households and community groups that are likely to experience multiple impacts during the construction phase, which will be developed in consultation with representatives of the most affected communities. The Council expects good and early engagement with local residents on both mitigation measures and the consultation strategy to minimise disruption to local residents. The Health Impact Officer has recommended a condition for a communications strategy with residents to minimise the impact of construction on mental health, which would already be covered by the Code of Construction Practice as above.

21. The Air Quality Assessment submitted by the applicant concludes that the development once fully operational will lead to a '*reduction of operational air quality effects*' and concludes that no mitigation is required. The Environmental Health team acknowledges that this is true across the wider road network and agrees with the methodology used, but has concerns that the assessment has overlooked negative impacts on local roads around the development site due to cars waiting / idling to pick up passengers. It does not appear that monitoring the impact on adjacent minor residential roads is a requirement of the Cambridgeshire County Council Transport Team. However, the Environmental Health team recommends some form of monitoring once the development site is operational is conditioned. The Council requests further engagement with the applicant on how this could be addressed.

22. Regarding artificial lighting, the Environmental Health team has advised that the risk to people as a result of this project is likely to be low, although there may be some impact including from the works in South Cambridgeshire. Revised wording for an artificial lighting scheme is recommended which would require compliance with the relevant guidance.

23. The proposed temporary diversion of the NCN Route 11 during the construction works should be of minimum duration and with suitable diversions in place, which should be consulted on with local cycling groups, Great Shelford Parish Council and other user groups. Access to the railway line for construction works should not be taken from the NCN 11 route. The timing of the construction works affecting cycle routes should carefully consider the Greater Cambridge Partnership's proposed Sawston Greenways route on the existing Genome Path between the Cambridge Biomedical Campus and Great Shelford to minimise disruption to users.

24. The works affecting the Scheduled Monument within the application site boundary must be minimal and must have the support of Historic England and Cambridgeshire County Council Archaeology Team, and mitigation should be secured through the consent.

25. The Sustainable Drainage Engineer has noted that the proposed new culvert extension and drainage at Shepreth Branch Junction is located within an awarded watercourse to the Council and any surface water drainage alterations which contribute to change of rate/volume of flow would require land drainage bye law approval by the Council. The applicant should be advised accordingly via an informative and draft wording is recommended.

26. It is noted that far more significant works and interventions are proposed within the Cambridge City Council administrative area, including the construction of the station itself and significant earthworks within Hobson's Park.

Options

27. The following options can be considered:

- a) To endorse the draft response (Appendix 1) with authority to the Joint Director of Planning and Economic Development to make amendments to the wording of the draft as appropriate.
- b) To make amendments to the draft response.
- c) To decide to not respond to the consultation.

Implications

28. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

Financial

29. None

Legal

30. The Council is a statutory consultee and required under the Transport and Works Act to provide comments within the statutory consultation period, which ends on 2 August.

Staffing

31. None.

Risks/Opportunities

32. None.

Equality and Diversity

33. None.

Climate Change

34. The scheme overall would promote sustainable transport modes.

Health & Wellbeing

35. Recommendations have been made within the report from the Health Impact Assessment Team.

Consultation responses

36. The following is a summary of the relevant consultation comments received:

GCSP Built and Natural Environment Landscape Team

37. Comments relating to the station design, impact on Green Belt, Hobson's Park and Long Road landscaping works, site compounds and haul roads.

GCSP Built and Natural Environment Urban Design Team

38. Detailed comments in relation to the station design, movement and access, parameter plans and draft conditions.

SCDC Ecology Officer

39. Comments limited to the area around the Shepreth Branch Junction and the area between Addenbrooke's Road and Nine Wells LNR.

- No significant impact of the works to the Shepreth Branch Junction area, with some impact to protected species (protected species survey found breeding and wintering birds, and great crested newts may be constraints to works) that can be mitigated through non-licensable methodologies.
- No objection to the proposed works to the area between Addenbrooke's Road and Nine Wells LNR. Protected species surveys found low population of water vole using the water course, breeding and wintering birds, and evidence (eDNA) of great crested newts. the predominant habitat found in this area is arable cropland. Post construction this area will provide structural vegetation, native tree and shrub planting, and new water bodies. This is encouraging and will help to provide a biodiversity net gain in this area.

South Cambridgeshire & Cambridge City Council Environmental Health Team joint comments

40. Detailed comments in relation to the construction and operational impacts.

Cambridge City Council Drainage Team

41. Detailed comments on modelling and recommended informative regarding the new culvert extension and drainage at Shepreth Branch Junction.

GCSP Policy Team

42. Advice regarding the assessment of the proposal against Green Belt policy.

SCDC Health Impact Assessment Team

43. Recommend a condition to secure a communications strategy to mitigate the impact of construction on mental health of nearby residents.

Cambridge City Council Access Officer

44. No comments received.

GCSP Sustainability Officer

45. Detailed comments on the sustainability of the station construction and climate resilience.

Great Shelford Parish Council

46. No comments received.

47. A full copy of the responses is available on public access:

<https://applications.greatercambridgeplanning.org/online-applications/applicationDetails.do?activeTab=documents&keyVal=QV78CBDX0CX00>

Alignment with Council Priority Areas

Growing local businesses and economies

48. The proposal would improve connectivity and capacity in the Cambridgeshire region and to accommodate future growth in the area.

Background Papers

South Cambridgeshire Local Plan 2018

Cambridgeshire and Peterborough Combined Authority Local Transport Plan 2020

Appendices

Appendix A: Draft Formal Consultation Response

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