

Network Rail (Cambridge South Infrastructure Enhancements) Order

Statement of Case

on behalf of South Cambridgeshire District Council

15 September 2021

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1.0 Introduction

1. This statement is submitted by South Cambridgeshire District Council in relation to the forthcoming public inquiry on the application for the Network Rail (Cambridge South Infrastructure Enhancement) Order.
2. South Cambridgeshire District Council are a statutory consultee as local planning authority for part of the area for the proposed works. This statement supplements the Council's representation submitted to the public consultation dated 2 August 2021 and has been prepared by the Greater Cambridge Shared Planning Service on behalf of the Council.
3. The Council's representation requested additional information to be submitted by the applicant before the application is determined. Officers of the Greater Cambridge Shared Planning Service have met with the Network Rail's Consents Manager to discuss the representation, however, at the time of writing, no written response has been received.
4. As a result, South Cambridgeshire District Council **OBJECTS** to the proposal in its current form for the reasons set out in this statement, and will review its position once a response and additional information has been provided. A list of reference documents is provided in Appendix 1.

2.0 Proposed development

5. The proposed works within South Cambridgeshire comprise:
 - 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.
6. It is noted that more significant works and interventions are proposed within the Cambridge City Council administrative area, including the construction of the new station and earthworks within Hobson's Park.

4.0 Planning policy context

7. The adopted development plan is the South Cambridgeshire Local Plan 2018. The relevant policies are as follows:

Policy S/2 (Objectives of the Local Plan)
 Policy S/3 (Presumption in Favour of Sustainable Development)
 Policy S/4 (Cambridge Green Belt)
 Policy CC/1 (Mitigation and Adaptation to Climate Change)
 Policy CC/4 (Water Efficiency)
 Policy CC/6 (Construction Methods)
 Policy CC/7 (Water Quality)
 Policy CC/8 (Sustainable Drainage Systems)
 Policy CC/9 (Managing Flood Risk)
 Policy HQ/1 (Design Principles)
 Policy HQ/2 (Public Art and New Development)
 Policy NH/2 (Protecting and Enhancing Landscape Character)
 Policy NH/3 (Protecting Agricultural Land)
 Policy NH/4 (Biodiversity)
 Policy NH/6 (Green Infrastructure)
 Policy NH/8 (Mitigating the Impact of Development In and Adjoining the Green Belt)
 Policy NH/13 (Important Countryside Frontage)
 Policy NH/14 (Heritage Assets)
 Policy E/2 (Cambridge Biomedical Campus Extension)
 Policy SC/1 (Allocation for Open Space)
 Policy SC/9 (Lighting Proposals)
 Policy SC/10 (Noise Pollution)
 Policy SC/11 (Contaminated Land)
 Policy SC/12 (Air Quality)
 Policy TI/2 (Planning for Sustainable Travel)
 Policy TI/6 (Cambridge Airport Public Safety Zone)
 Policy TI/7 (Lord's Bridge Radio Telescope)

Policy TI/8 (Infrastructure and New Developments)

8. Relevant supplementary planning documents (SPDs) include:

Greater Cambridge Sustainable Design and Construction SPD
(adopted 2018)

Cambridgeshire Flood and Water SPD (adopted 2018)

9. Other material considerations include:

District Design Guide SPD (adopted in 2010 and superseded)

Landscape in New Developments SPD (adopted in 2010 and
superseded)

Biodiversity SPD (adopted 2009 and superseded)

Trees and Development Sites SPD (adopted in 2009 and superseded)

Open Space in New Developments SPD (adopted in 2009 and
superseded)

Public Art SPD (adopted in 2009 and superseded)

Cambridgeshire and Peterborough Local Transport Plan (2020)

Transport Strategy for Cambridge and South Cambridgeshire (2014)

10. The National Planning Policy Framework (2021) (NPPF) and National Planning Practice Guidance are also material considerations.

5.0 Site constraints

11. The site is within the Cambridge Green Belt.

12. Hobson's Brook runs through the site and Nine Wells Local Nature Reserve within 100m of the site.

13. The Scheduled Monument to the west of the railway line and to the south of Addenbrooke's Road is partially within the site.

14. 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.

15. The Great Shelford Conservation Area adjoins the southern boundary of the application site.

6.0 Assessment

16. The Council supports the aim of the Cambridge South Infrastructure Enhancements scheme to promote connectivity within Cambridgeshire to facilitate future growth in the area and promote sustainable development, which aligns with the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020). This supports the objectives of the South

Cambridgeshire Local Plan 2018 to promote sustainable economic growth, responding to climate change, and maximising sustainable transport modes.

17. The Council's objections are summarised under the following headings:
 1. Biodiversity net gain
 2. Impact on local residents
 3. Connectivity
 4. Impact on cycle network
 5. Archaeology
 6. Drainage

Biodiversity net gain

18. The Council notes the applicant's commitment to achieve a 10% net gain in biodiversity in accordance with the forthcoming Environment Bill. However, the Council encourages Network Rail to align with the Council's Doubling Nature Strategy 2021 and the commitment to promote and achieve biodiversity net gain within the Oxford-Cambridge Arc, and to achieve 20% biodiversity net gain through the development, which would deliver greater benefits for the natural environment. The loss of trees along the railway line and across the scheme must therefore be minimised and a condition to secure tree protection measures must be imposed.
19. The application has provided limited information about how the biodiversity net gain target will be achieved. Some biodiversity enhancement would be provided on the proposed public open space exchange land to the south of Addenbrooke's Road, which is supported by the Council's Ecology Officer. However, the applicant has also stated that the net gain targets would be achieved 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.
20. This approach is unacceptable, because insufficient information has been submitted at this stage to demonstrate to the Council that these options are deliverable and would achieve the target, and would provide appropriate mitigation for the scheme. These options would be dependent to some extent on third parties, either through partnership working or sale of land, and are somewhat outside of the applicant's control. In addition, enhancements should be on site or as close to the site as possible so that it provides appropriate mitigation for the scheme. Therefore, we require further clarity on this point to determine whether the recommended condition would meet the six tests for planning conditions. More information about the proposed biodiversity enhancement must be submitted before the application is determined.

Landscape and visual impact

21. The Landscape and Visual Impact Assessment (LVIA) has been carried out in accordance with the relevant guidance set out in 'Guidelines for Landscape and Visual Impact Assessment, Third Edition' (GLVIA3) (Ref. 1) and it is proportionate and appropriate. The Council agrees to a large extent with the findings and conclusions of the assessment in relation to both the landscape character and visual impacts. However, the findings and conclusions of the LVIA, are partly reliant on the successful mitigation through the landscape proposals. The application does not provide sufficient detail about the landscape proposals to provide unreserved assurance of the success of the mitigation.
22. On a more detailed point, the substation and railway systems compound to the south of Addenbrooke's Road must be carefully integrated into its rural location and the land take must be minimised to give maximum opportunity to improve the surrounding environment. The deemed planning drawing parameter plan 'heights' (158454-ARC-ZZ-ZZ-DRG-LEP-000102 P01) shows the indicative location of the substation and other structures within the compound, however this is not sufficiently precise to control the scale and height of the building that could come forward under the discharge of conditions, which could lead to ambiguity when assessing compliance with the parameter plan. The annotations must specify a maximum building footprint and single storey height.

Impact on local residents

23. The applicant's noise modelling has identified construction noise levels at various locations as being potentially moderate to major 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 areas of Great Shelford. These measures must be included in the Code of Construction Practice.
24. The applicant's assessment has also identified major construction ground-borne vibration impacts at Shepreth Branch Junction. Full details of mitigation will need to 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. The timing of the advanced notifications will be set out in the Code of Construction Practice Part B following consultation with the Council's Environmental Health Team. It is important to have good and early engagement with the Council and residents on both the mitigation measures and the consultation strategy to minimise the disruption to local residents and impact on mental health.

25. 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. While this is true across the wider road network and the methodology used is supported, the Council is concerned 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 Council recommends some form of monitoring once the development site is operational is conditioned. We request further discussion with the applicant about how this could be addressed.
26. With regards to artificial lighting, it is acknowledged that risk to people as a result of this project is likely to be low, although there may be some impact. Generally speaking, for people, it is required that any artificial lighting installed (for construction or operational purposes) meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light - GN01/20 (2020)(or as superseded)' both on-site and off-site. Replacement wording for condition 24 is recommended to secure compliance with this guidance and to cover construction and operational lighting.

Artificial lighting

No artificial lighting for construction or operation shall be installed until a detailed artificial lighting scheme has been submitted to and approved in writing by the local planning authority. The lighting scheme shall meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light - GN01/20 (2020)(or as superseded)'. Development shall be carried out only in accordance with the approved details.

Reason: To protect the risk from artificial lighting to people (South Cambridgeshire Local Plan 2018 policies HQ/1 and SC/9).

Connectivity

27. The new station would have a peripheral location on the Addenbrooke's Hospital and Cambridge Biomedical Campus site. Connectivity between the station and the destination for different station users – including staff working on the campus, patients accessing health care services and visitors – must be addressed. Network Rail must work with the Cambridge University Hospitals NHS Foundation Trust and other stakeholders on the Cambridge Biomedical Campus to review the existing connectivity between the station and key destinations, including pedestrian and cycle routes, wayfinding, accessibility and bus connections. Network Rail must engage in the review of the wider masterplan for the Addenbrooke's Hospital campus currently being

undertaken by the Cambridge University Hospitals NHS Foundation Trust to address connectivity issues.

Impact on cycle network

28. The works to the railway line at Shepreth Branch Junction must be accessed from land owned by Network Rail as far as possible, and access must not be taken from the NCN 11 route. The proposed temporary diversion of the NCN 11 route during the construction works must be of minimum duration and with suitable diversions in place, which must be consulted on with local cycling groups, Great Shelford Parish Council and other user groups. The timing of the construction works affecting cycle routes must 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.

Archaeology

29. 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.

Drainage

30. The proposed new culvert extension and drainage at Shepreth Branch Junction is located within an awarded watercourse to South Cambridgeshire District 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. Appropriate wording is provided as follows:

Informative: New culvert extension and drainage at Shepreth Branch junction.

The culvert is located within an awarded watercourse to South Cambridgeshire District 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.

7.0 Summary and conclusion

31. In conclusion, while the Council supports the aims of the new station and associated infrastructure and works, the Council currently **OBJECTS** to the deemed planning consent on the following grounds.
 1. The application has not provided sufficient Information to demonstrate the 10% biodiversity net gain target is achievable and can provide appropriate mitigation on or near to the site, and as a result has not

demonstrated compliance with Local Plan 2018 policy NH/4, and NPPF 2021 paragraph 174.

2. The loss of trees along the railway line and across the scheme must be minimised, and a condition for tree protection measures must be imposed, in accordance with Local Plan 2018 policies HQ/1, NH/2, and NH/4.
3. The application does not provide sufficient detail about the landscape proposals to provide unreserved assurance of the success of the LVIA mitigation, as required by Local Plan 2018 policies HQ/1, NH/2 and NH/8.
4. The deemed planning consent drawings must provide more information to control the scale and height of the substation and railway systems compound to the south of Addenbrooke's Road, in order that the buildings integrate into the rural location, in accordance with Local Plan 2018 policies HQ/1, NH/2 and NH/8.
5. Site-specific noise mitigation and attenuation measures must be included in the Code of Construction Practice for locations where works will occur that have the potential to adversely impact residential areas of Great Shelford, in accordance with Local Plan 2018 policies HQ/1 and SC/10.
6. Good and early engagement with the Council and residents on both the mitigation measures and the consultation strategy to minimise the disruption from major construction ground-borne vibration impacts at Shepreth Branch Junction to local residents and impact on mental health, in accordance with Local Plan 2018 policies HQ/1 and SC/10.
7. Further discussions to secure a programme to monitor the impact on air quality on the adjacent minor residential roads around the development, in accordance with Local Plan 2018 policies HQ/1 and SC/12.
8. Replacement wording for the artificial lighting condition is required to secure compliance with the relevant guidance relating to construction and operational lighting, in accordance with local Plan 2018 policies HQ/1 and SC/9.
9. Network Rail must commit to engage in the review of the wider masterplan for the Addenbrooke's Hospital campus currently being undertaken by the Cambridge University Hospitals NHS Foundation Trust to address connectivity issues, in accordance with Local Plan 2018 policies HQ/1 and TI/2.
10. The works to the railway line at Shepreth Branch Junction must minimise the impact on the NCN 11 route and be considered carefully alongside the timing of works to other routes within the area to

minimise disruption to users. Network Rail must consult with the Council, local cycling groups, Great Shelford Parish Council and other user groups.

11. The works affecting the Scheduled Monument must be minimal and must have the support of Historic England and Cambridgeshire County Council Archaeology Team, and mitigation must be secured through conditions, in accordance with Local Plan 2018 policies HQ/1 and NH/14.
 12. An informative should be applied to advise the applicant of the requirement to obtain land drainage bye law approval by the Council for works affecting the awarded watercourse.
32. The Council looks forward to working positively with the applicant to resolve these issues throughout the course of public inquiry, and will review its position once additional information has been submitted.

Appendix 1: List of reference documents

South Cambridgeshire Local Plan, 2018, South Cambridgeshire District Council
<https://www.scambs.gov.uk/media/17087/south-cambridgeshire-adopted-local-plan.pdf>

Cambridge Southern Fringe Area Action Plan, (2008) South Cambridgeshire District Council
https://www.scambs.gov.uk/media/6678/adopted-cambridge-southern-fringe-aap-february-2_0.pdf

Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, January 2020, Greater Cambridge Shared Planning
<https://www.cambridge.gov.uk/media/8157/greater-cambridge-sustainable-design-and-construction-spd.pdf>

District Design Guide SPD, 2010, South Cambridgeshire District Council
<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/district-design-guide-spd/>

Landscape in New Developments SPD, 2010, South Cambridgeshire District Council
https://www.scambs.gov.uk/media/6689/adopted-landscape-spd_0.pdf

Biodiversity SPD, 2009, South Cambridgeshire District Council
<https://www.scambs.gov.uk/media/17068/biodiversity-supplementary-planning-document.pdf>

Trees and Development Sites SPD, 2009, South Cambridgeshire District Council
<https://www.scambs.gov.uk/media/11039/trees-development-sites-spd-adopted-january-2009.pdf>

Open Space in New Developments SPD, 2009, South Cambridgeshire District Council
<https://www.scambs.gov.uk/media/9817/open-space-spd-adopted-january-2009.pdf>

Public Art SPD, 2009, South Cambridgeshire District Council
<https://www.scambs.gov.uk/media/10249/public-art-spd-adopted-january-2009.pdf>

Doubling Nature Strategy, 2021, South Cambridgeshire District Council
<https://www.scambs.gov.uk/media/16837/corrected-digital-final-doubling-nature-strategy.pdf>

National Planning Policy Framework, 2021, Ministry of Housing, Communities & Local Government
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

National Planning Policy Framework
<https://www.gov.uk/guidance/national-planning-policy-framework>

Planning for sustainable growth in the Oxford-Cambridge Arc, 2021, Ministry of Housing, Communities and Local Government

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962455/Spatial_framework_policy_paper.pdf