

South Cambridge DC Position – Letter dated 7 Dec 21

Comment	Who	Response
<p>1. Loss of trees</p> <p>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.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letter. The Council maintains its objection on this ground.</p>		<p>The indicative landscape plans submitted with the deemed planning permission show the areas of planting proposed to be removed.</p> <ul style="list-style-type: none"> • Cambridge South Station – North of Addenbrookes Bridge Indicative Landscape Plan -Sheet 1 of 4 (Drg ref. 158454-ARC-00-ZZ-DRG-EEN-000074) • Cambridge South Station Indicative Landscape Plan - Sheet 2 of 4 (Drg 158454-ARC-00-ZZ-DRG-EEN-000075) • Cambridge South Station – South of Nine Wells Bridge Indicative Landscape Plan -Sheet 3 of 4 (Drg 158454-ARC-00-ZZ-DRG-EEN-000076) • Shepreth Junction Indicative Landscape Plan -Sheet 4 of 4 (Drg 158454-ARC-00-ZZ-DRG-EEN-000077) <p>During construction Network Rail have agreed to the inclusion of a condition regarding the submission of an Arboricultural Method Statement and Tree Protection Plan (TPP). This should ensure that trees are protected and maintained during the construction works.</p>
<p>Biodiversity net gain</p> <p>2. Deliverability of biodiversity net gain</p> <p>The application has not provided sufficient information to demonstrate the 10% biodiversity net gain target is achievable and can provide</p>	Paul	<p>See attached updated BNG Technical note. In terms of what we will be seeking to provide off site through the County Council it would comprise the following:</p> <ul style="list-style-type: none"> • Grassland: 5.48ha or 38.54 units • Woodland: 3.45ha or 8.87 units

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.

Your letter refers to conditions to secure the delivery of the 10% BNG target. While this condition is necessary to approve the detail of the ecological mitigation, this is not a sufficient response to the matter above as it does not demonstrate that this target is achievable and can provide appropriate mitigation. This is because there is no further information about the deliverability of biodiversity enhancements.

Your earlier letter dated 1 October and meetings with the NR Consents Manager have confirmed that NR has entered into discussions with Cambridgeshire County Council with a view to securing an Options Agreement for the provision of all the BNG units required to meet the 10% target at Lower Valley Farm in Fulbourn.

The letter advised that once discussion have progressed further with the County Council, NR will be able to provide confirmation that it has secured the mechanism for delivering the required 10% BNG. Officers have been advised that NR are aiming to secure the Option Agreement with the County Council ahead of the public inquiry.

In addition to this, officers understand that the BNG calculations submitted with the TWAO application for the 'worst case scenario' are being updated to reflect the changes to the site compound area and to landscaping and that the calculations will be reissued to the Council, however officers have not had sight of this.

- Scrub: 0.93ha or 8.70 units
- Ponds: 1.1ha or 9.29 units

We continue to seek to secure agreement with the County Council to achieve this.

<p>The Council currently maintains its objection on these grounds which have not been addressed. Officers look forward to receiving the updated BNG calculations and further information on the proposed mitigation to review before the public inquiry. This additional information will be reviewed by the Council before it can consider whether this matter has been resolved.</p>		
<p>3. LVIA mitigation</p> <p>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.</p> <p>Your letter refers to the TWAO application as comparable to an outline planning permission which requires suitable planning conditions requiring the local planning authority to agree the detail of the landscaping proposals. Officers advise that the Council accepts that the detail will come forward through the discharge of conditions for the detailed station design and landscape proposals, and that this matter cannot be resolved at this stage.</p>		<p>Noted</p>
<p>4. Deemed planning consent drawings</p> <p>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.</p>		<p>Network Rail note the suggesting update to the drawings but don't propose to amend it as it is clear based on the existing ground level AOD versus the proposed height AOD. This provides sufficient information on the maximum height of the structures.</p>

<p>Your letter refers to Deemed Planning Drawing – Parameter Plan ‘heights’(158454-ARC-ZZ-ZZ-DRG-LEP- 000102 P01) and highlights that this limits the maximum height of structures to 18m above ordnance datum (AOD). You explain that based on the existing AOD, the maximum height of structures would be 4m. The detail of the structures and the landscaping would be come forward through the discharge of conditions. Officers advise that the Council accepts this matter has been resolved.</p> <p>Notwithstanding this, it is recommended for the avoidance of doubt that this drawing is updated to refer to maximum building heights in the annotations or drawing title.</p>		
<p>5. Noise mitigation and attenuation at Great Shelford</p> <p>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.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letter. The Council maintains its objection on this ground.</p>		<p>Network Rail will be required to set out the proposed mitigation measures in line with Best Practicable Means (BPM) within the Noise and Vibration Management Plan required under the CoCP Part B and secured by the proposed deemed planning conditions.</p> <p>The Code of Construction Practice Part A requires that the timing of the advanced notifications will be set out in the CoCP Part B following consultation with the local authorities Environmental Health Officers.</p> <p>It would be good practice for Network Rail to consult the Council’s Environmental Health Team prior to submitting the CoCP and Noise and Vibration Management Plan and it would be expected they would be consulted once the formal submission to discharge the condition is made. Network Rail have entered into a Planning Performance Agreement with the GCSP to support this process.</p>
<p>6. Vibration impacts at Shrepreth Branch Junction</p>		<p>Network Rail will be required to set out the proposed mitigation measures in line with Best Practicable Means (BPM) within the</p>

<p>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.</p> <p>This matter was raised in our Statement of Case and has not been addressed in your letter. The Council maintains its objection on this ground.</p>		<p>Noise and Vibration Management Plan required under the CoCP Part B and secured by the proposed deemed planning conditions.</p> <p>The Code of Construction Practice Part A requires that the timing of the advanced notifications will be set out in the CoCP Part B following consultation with the local authorities Environmental Health Officers.</p> <p>It would be good practice for Network Rail to consult the Council's Environmental Health Team prior to submitting the CoCP and Noise and Vibration Management Plan and it would be expected they would be consulted once the formal submission to discharge the condition is made. Network Rail have entered into a Planning Performance Agreement with the GCSP to support this process.</p>
<p>7. Air quality monitoring on the adjacent minor residential roads</p> <p>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.</p> <p>Your letter provides a detailed response which in summary advises that it is considered likely that any changes in emissions from idling vehicles would be offset by the reduction in vehicle movements to the Cambridge Biomedical Campus. The Council's Environmental Health team has reviewed this and provided comments as follows.</p> <p>Whilst the station is designed to discourage the use of cars with no drop off/pick up or waiting area, the reality is that for some customers this station will prove to be more convenient than either the north or central station,</p>		<p>Noted</p>

<p>and a percentage of customers will be driven to the station; it is not realistic to assume that all customers will walk, cycle or use public transport to the station. This could impact on the local roads around the station due to people waiting/idling in cars to drop off or pick up.</p> <p>However the Environmental Health team agrees with NR that this is obviously extremely difficult to quantify and air quality monitoring is unlikely to be an effective way to monitor this issue. Whilst this will impact on air quality around local roads this will be more effectively managed as part of a wider traffic management programme around the station which is a matter for the Highways Authority.</p> <p>Therefore, officers advise that no further information is required on this matter.</p>		
<p>8. Artificial lighting condition</p> <p>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.</p> <p>Your letter does not provide a response on this, however officers have discussed the wording of the draft condition for lighting details with the NR Planning Manager on 18 November. It was agreed that construction lighting would be covered in the Code of Construction Practice and that operational lighting would be controlled through a separate condition</p>		<p>noted</p>

<p>requiring submission of a detailed operational lighting scheme.</p> <p>The wording of these conditions should require compliance with 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)', as detailed in our comments. Officers advise that the Council requires agreed wording for a condition to be included in the Statement of Common Ground before the Council considers this matter to be resolved.</p>		
<p>9. Engagement in wider Addenbrooke's Hospital campus masterplanning</p> <p>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.</p> <p>Your letter advises that NR are engaging with the relevant stakeholders. Officers advise that no further information is requires on this matter at this stage.</p>		<p>Noteda</p>
<p>10. Impact on cycle route NCN 11 at Shepreth Branch Junction</p> <p>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</p>		<p>Network Rail do not object this and will seek to update the CoCP Part A. However, it is noted this detail could be included within the CoCP Part B which the council approve.</p>

<p>consult with the Council, local cycling groups, Great Shelford Parish Council and other user groups.</p> <p>Your letter refers to discussions with the Council. Officers discussed this matter with NR Consents Manager and NR Planning Manager on 5 October. NR explained that a short stretch of the NCN 11 route near Webster's Level Crossing would be closed to allow for the construction compound. NR explained that this would be overnight closure only. NR has considered options to divert the route, however an alternative arrangement to marshal cyclists and pedestrians through the compound during the night closures is the preferred option.</p> <p>While the detailed arrangements would be included in the Code of Construction Practice Part B to be secured through condition, officers requested that NR provide a commitment to minimise closures and to provide marshalled access, or a diversion, with specific reference to this area within the Code of Construction Practice Part A submitted with the TWAO application. Officers advise that the Council requires an updated Code of Construction Practice Part A to review before this matter can be resolved.</p>		
<p>11. Works affecting the Scheduled Ancient Monument</p> <p>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.</p>		Noted

<p>Your letter advises that NR are engaging with Historic England in respect of the Scheduled Ancient Monument, and that associated Scheduled Monument Consent will be applied for. Officers have also discussed the wording of a condition to secure a programme of archaeological investigation works, and are currently awaiting feedback from the Cambridgeshire County Council Archaeology Team with respect to the trigger for this condition in relation to other site investigation and enabling works. Feedback will be provided separately to the NR Planning Manager. Officers advise that the wording of an agreed condition must be included in the Statement of Common Ground before the Council considers this matter to be resolved.</p>		
<p>12. Awarded Watercourse informative</p> <p>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.</p> <p>The Council has provided a copy of the Bye Law to the NR Consents Manager. Your letter advises that NR will continue to discuss this matter with the Council. This matter will be dealt with the land drainage bye law approval which will come forward at a later date, and therefore officers advise that the Council considers this matter to be closed for the purposes of the TWAO application.</p>		<p>Noted</p>