

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

4th June 2008

AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

C/6/9/1A

Discharge of Conditions - Cambridgeshire Guided Busway

Recommendation: Approval

Notes:

These submissions have been reported to the Planning Committee for determination because the officer recommendations of approval are contrary to objections raised by Parish Councils.

Members will visit Station Road, Longstanton on 4th June 2008.

Background

1. On 21st December 2005, the Secretary of State for Transport directed that planning permission be deemed to be granted for the development included in the Cambridgeshire Guided Busway Order. One of the ten conditions reads:

(Condition 3)
 - (a) Work shall not begin on each of the following items of development until in each case prior written approval of their design and external appearance has been obtained from the local planning authority:
 - (iii) the formation, layout or alteration of any means of access to any highway used by vehicular traffic; and
 - vi) Park and Ride sites, including finished ground levels for sites located within the indicative floodplain.
 - (b) The works shall be carried out in accordance with the approval given by the local planning authority or, if that authority gives prior written approval to any amendment or alteration, subject to such amendment or alteration.

The reason for the condition is to ensure the satisfactory appearance and functioning of the development, in the interests of highway safety.

Two submissions require Committee consideration:



- ① Native screening planting
- ② Wildflower planting
- ③ Aquatic planting
- ④ Reedbed planting (in stepped shelf)
- ⑤ Grassland planting
- ⑥ Wildlife islands (floating)
- ⑦ Balancing pond (existing)
- ⑧ Topsoil reduction areas
- ⑨ Footway (bituminous material)
- ⑩ Oil separator
- ⑪ Surface water pumping station
- ⑫ Hard standing areas
- Limit of deviation (LOD)



REV	DATE	BY	CHKD	APPD	NOTES
A	19.03.2008	JB	RH	RH	Existing pond shape retained and landscaped modified

CONTRACTOR
 nuttall
 CONSULTANTS
 ARUP

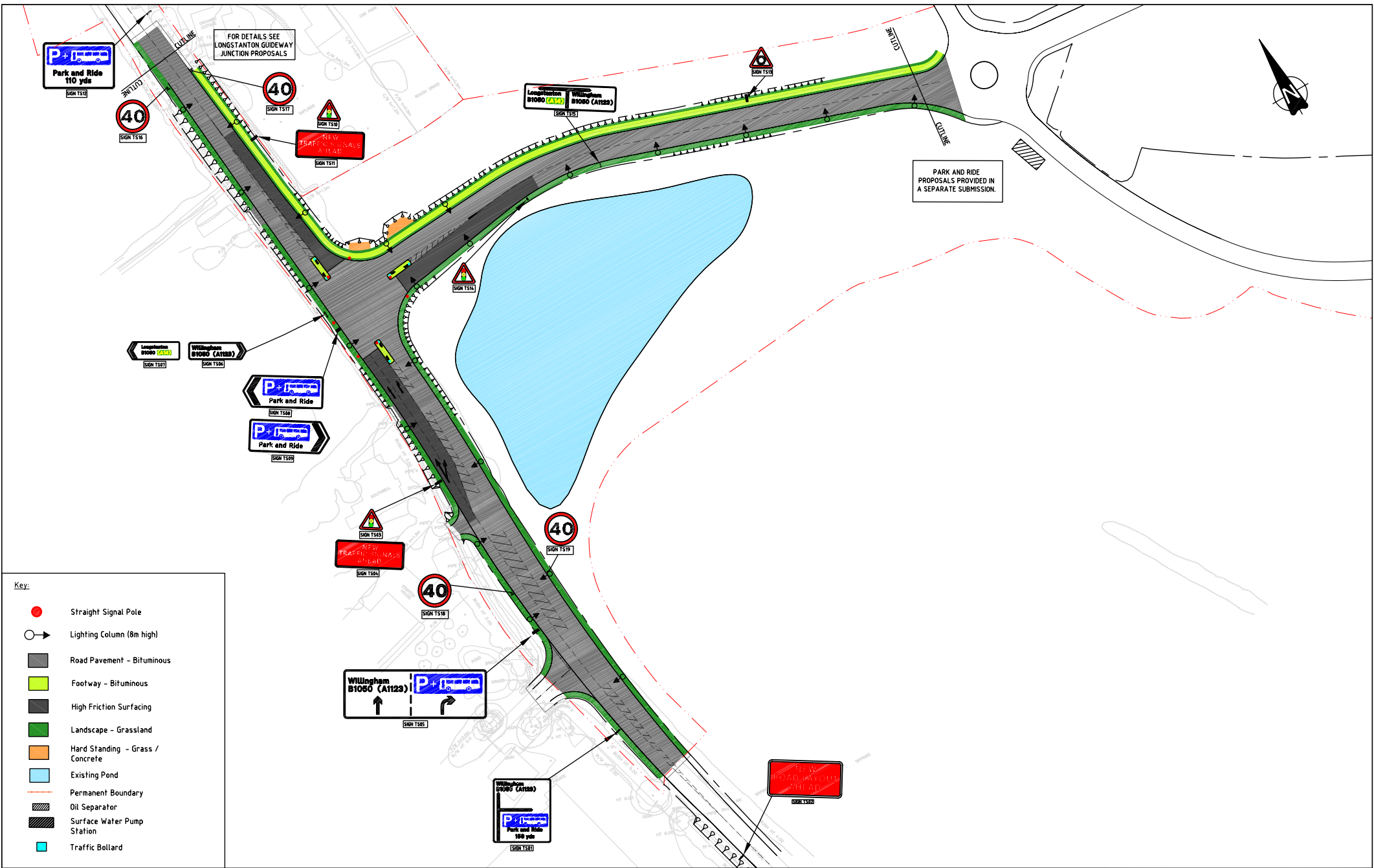
CLIENT
 Cambridgeshire County Council

PROJECT
 CAMBRIDGESHIRE GUIDED BUSWAY

TITLE
 B1050 LONGSTANTON JUNCTION
 DISCHARGE OF PLANNING CONDITIONS
 GENERAL LANDSCAPE LAYOUT

DATE 19.03.2008
 SCALE 1:1000 (A3)
 CAD REF CGB-HJY-JNLONA-D-1-092
 DRAWING NUMBER CGB-HJY-JNLONA-D-1-092

PRODUCED BY JB
 CHECKED RH
 APPROVED RH
 A
 Copyright Edmund Nuttall



Key:

- Straight Signal Pole
- Lighting Column (8m high)
- Road Pavement - Bituminous
- Footway - Bituminous
- High Friction Surfing
- Landscape - Grassland
- Hard Standing - Grass / Concrete
- Existing Pond
- Permanent Boundary
- Oil Separator
- Surface Water Pump Station
- Traffic Bollard

REV	DATE	TRAFFIC BOLLARDS & NOTES ADDED	BY	CHKD	APPD
A	07/03/08		NEC	DC	JTH

- NOTES**
- TS02, TS04, AND TS11 ARE TEMPORARY SIGNS WHICH ARE TO BE REMOVED SIX MONTHS AFTER THE OPENING OF THE JUNCTION.
 - TS16 / 17 / 18 / 19 ARE REDESIGNS OF EXISTING SIGNS.
 - SEE SIGN SCHEDULE FOR SIGN DETAILS.

CONTRACTOR

CONSULTANTS

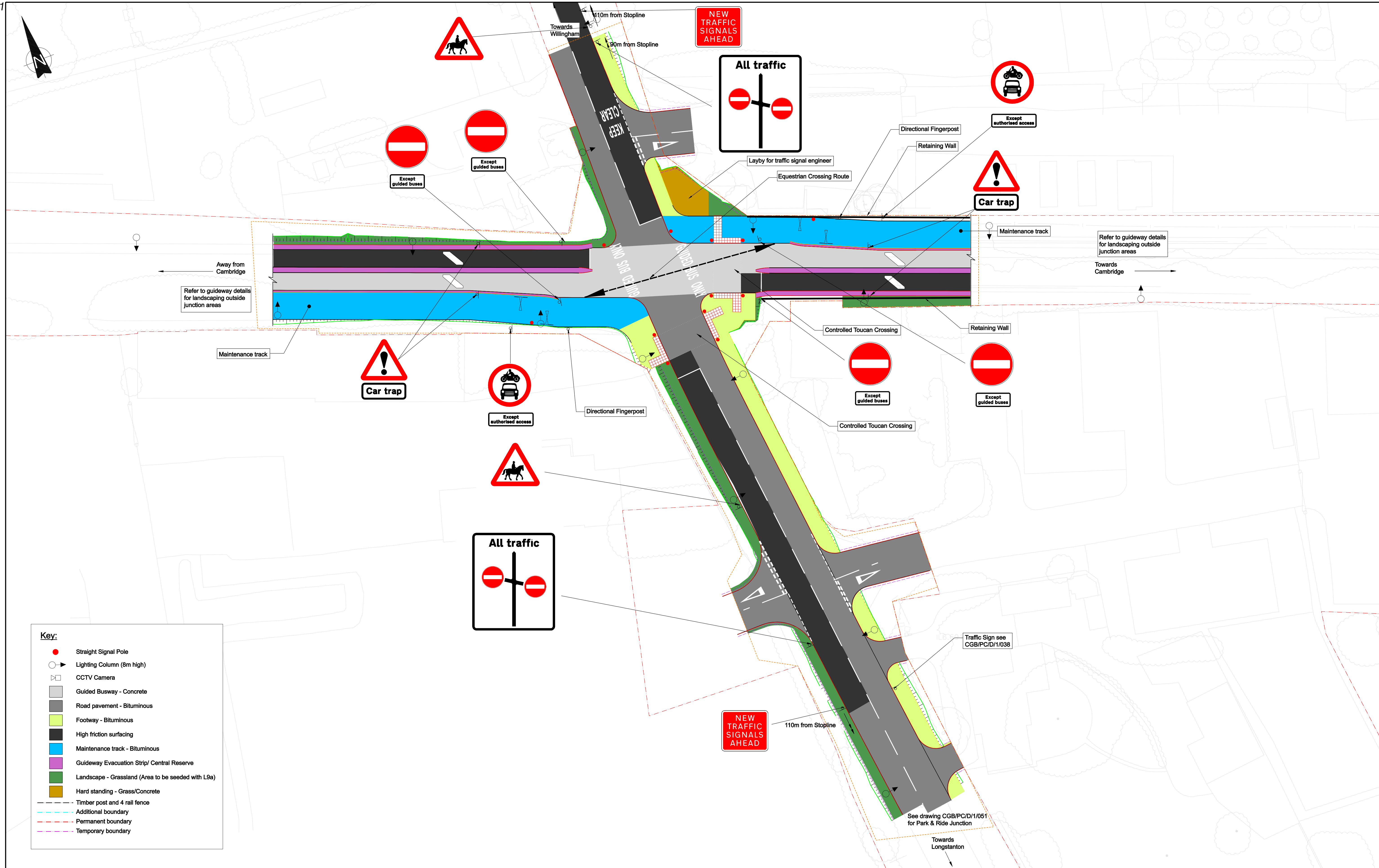
CLIENT

PROJECT

TITLE

**B1050 LONGSTANTON JUNCTION
DISCHARGE OF PLANNING
CONDITIONS
GENERAL LAYOUT**

DATE	29/01/2008	PRODUCED BY	MEC
SCALE	1:500	CHECKED	OC
CAD REF	HJY-JNLONA-D-1-091A	APPROVED	JT
DRAWING NUMBER	CGB/HJY/JNLONA/D/1/091 A		



Key:

- Straight Signal Pole
- Lighting Column (8m high)
- ⊠ CCTV Camera
- Guided Busway - Concrete
- Road pavement - Bituminous
- Footway - Bituminous
- High friction surfacing
- Maintenance track - Bituminous
- Guideway Evacuation Strip/ Central Reserve
- Landscape - Grassland (Area to be seeded with L9a)
- Hard standing - Grass/Concrete
- - - Timber post and 4 rail fence
- - - Additional boundary
- - - Permanent boundary
- - - Temporary boundary

REV	DATE	BY	CHKD	APPD	NOTES
B	15/01/08	AJT	JK	JG	For Review
A	15/10/07	AS	KD	JG	For Review

CONTRACTOR

CONSULTANTS

CLIENT

PROJECT

TITLE

Longstanton Highway Junction Planning Condition Drawing

DATE: 15/01/08

SCALE: 1:250

CAD REF: CGB-HJY-JNLON-D-1-001

DRAWING NUMBER: CGB-HJY-JNLON-D-1-001

PRODUCED BY: AJT

CHECKED: JK

APPROVED: JG

A. CONDITION 3(a) (vi) - DESIGN AND EXTERNAL APPEARANCE OF LONGSTANTON PARK AND RIDE SITE

2. This submission was deferred at Committee on 5th December 2007. The minute reads:

“The Committee DEFERRED making decisions in respect of Condition 3(a)(vi) - Design and external appearance of Longstanton Park and Ride site pending the receipt of further details about the design and layout of the junction on Station Road, the approach road on the site, balancing ponds and landscaping, mitigation proposals to reduce impact on neighbouring properties and the need for such high and large numbers of lamp posts”.

Site and Proposal

3. The Park and Ride site is located on the east side of B1050, Station Road and south of the Guideway. To the west of Station Road is a number of commercial premises and two residential properties (“Southwell” and “Stanton House”), to the north are two residential properties (Orchard Cottage and Gresley House) and commercial properties including John Henry Engineering Ltd, and to the south and east is land which falls within the Northstowe Action Area Plan. Station Road is unlit, subject to a 40mph speed limit and has no footways south of the former level crossing. To the north is a footway/cycleway on the east side of the carriageway leading into Willingham.
4. The submission as amended by letters dated 8th November 2007 and 20th March 2008 and accompanying drawings, proposes the design and layout for a 700 vehicle space park and ride site to be constructed in two phases of 350 spaces each. A total of 32 spaces have been provided for disabled passengers. Details of the building on the site have been approved.
5. A cycleway has been provided from the B1050 Station Road and follows the entrance road into the bus terminal area. There is provision for cycle shelters to accommodate 50 cycles each for Stage 1 and Stage 2.
6. Two walkways have been provided for pedestrian access through the parking area from the furthest parking row to the bus terminal.
7. Access into the Park and Ride is provided from the B1050 Station Road via a signalised junction and then through a roundabout. The highway junction, has been moved some 32 metres north of its original position opposite the bungalow, “Southwell”. The alignment of the approach road has consequently been adjusted and there is now a single surface water balancing pond south of the approach road. To achieve the junction, the alignment of Station Road has been moved eastwards for a distance of approximately 180 metres south of the proposed junction. This will involve the loss of that extent of hedgerow on the east side of the road.
8. Landscaping proposals include native screen planting between 5m and 20m wide on the western, southern and eastern edges and larger stock trees planted in an avenue arrangement alongside the central pedestrian routes. Land around the balancing pond and south of the approach road will be planted with a mixture of native screen planting, wildflowers, grassland, reedbed and ‘aquatic’ planting.

B. CONDITION 3(a)(iii) - LONGSTANTON STATION ROAD, GUIDEWAY JUNCTION

Site and Proposal

9. Station Road Guideway junction lies some 150 metres north west of the proposed traffic light junction into the Park and Ride site. Surrounding properties comprise a mix of residential and commercial.
10. The submission dated 18th January 2008 and accompanying drawing proposes a traffic light controlled crossing of the Guideway, controlled toucan crossings, signage and 15 x 8 metre high lighting columns (8 on the Guideway and 7 on Station Road). A new access is also proposed on the west side of Station Road to serve Digital Park as a replacement for an existing access, which is to be closed. A separate planning application has been submitted for the construction of the new road linking Digital Park to this point of access.
11. These two submissions include the extension of the footway on the north side of the Guideway and east of Station Road southwards into the Park and Ride. They also illustrate the complete changes proposed along Station Road between the Guideway junction and the Park and Ride entrance.

History

12. The planning permission for the Guideway includes the construction of a park and ride site at Longstanton. The Public Inquiry Inspector noted that the site would have a significant visual impact but he was satisfied that adequate mitigation could be achieved by way of appropriate design and landscaping to protect the amenities of those living nearby and to integrate the development within the wider landscape.

Policy

13. Structure Plan Policy P8/10 and Northstowe Area Action Plan, adopted July 2007, Policy NS/11 promote a Park and Ride site. The latter states:

“The Park and Ride stop for the guided bus on the disused St Ives railway line will be easily accessible by foot and cycle from Northstowe. Direct road access to the site from the town will not be provided.”

The supporting text states:

“D6.12 A Park and Ride facility is planned as part of the Cambridgeshire Guided Busway proposals on the north western edge of Northstowe, to be served by buses on the guideway and dedicated local busway. The dedicated local busway will serve residents of Northstowe, so there will be no need for residents to travel by car to the Park and Ride facility.

D6.13 The Park and Ride facility will be easily accessible by foot and cycle from Northstowe, as it will be the closest bus stop for residents in the northern part of the town. Direct road access from Northstowe will not be provided in order that car parking will be available for more long distance travellers, with vehicular access from Station Road, Longstanton. Design and traffic management measures will facilitate movement by pedestrians, cyclists and equestrians and ensure that no motorised vehicular traffic, other than that for essential access, can use this route.

D6.14 The Council will also seek to explore opportunities for shared use of the car park with other nearby uses, in accordance with the strategy in the Travel Chapter of the Development Control Policies DPD.”

Consultations on both schemes (Park and Ride as amended)

14. **Longstanton Parish Council** comments as follows:

- (a) “The new junction shows limited access to and from the property of Mrs Kides (Southwell). Mrs Kides has operated a small retail business from her property for over 30 years, and is dependent upon the income she generates. The Parish Council is concerned that limited access to Southwell raises road safety concerns for Mrs Kides, pedestrians and drivers.

It is not good enough for the current road-edge simply to be maintained. At present if a car draws in and stops in order to purchase from Mrs Kides’ stall, the road is still wide enough for other vehicles to overtake. However, under the three-lane proposal the lanes will necessarily be narrower than at present. Anyone stopping at Mrs Kides’ stall would block the flow of northward traffic. The only solution is to widen the road adequately at this point.

- (b) Access to and from the Stanton House property may be limited at peak hours by vehicles using the traffic lane turning right into the Park and Ride creating a queue of stationary traffic across the property entrance.

Road signs for traffic lights will obstruct the view from Stanton House of oncoming traffic from both directions. The Parish Council has concerns relating to road safety for drivers and pedestrians, and access issues to and from Stanton House.

- (c) The junction access to the depot of John Henry Ltd off the new roundabout will create additional heavy traffic flow, noise and pollution risks.
- (d) Road drainage is currently provided by cut ground culverts. The proposed plan makes no reference to the ditch on the West side. The Parish Council requires clarification that if kerbstones are used to edge the road what is proposed to address the drainage?
- (e) The Parish Council is unclear as to what exactly ‘Permitted Deviation’ refers. This matter appears to affect the properties on the West side. We require further information in order to comment.
- (f) Though we have been given strict guidelines that indicate that our comments must be restricted to the ‘formation, layout out or alteration of any means of access to any highway used by vehicular traffic’ there is a risk that this will lead to the application being considered piecemeal, with seriously damaging consequences, for road safety, for road effectiveness and for the community of Longstanton.

Two major concerns of the Parish Council come into this category;

- i) The absence of any cycleway or footpath associated with this road and with the Park and Ride. The County Council has spent large sums on cycleways allegedly in connection with Northstowe. Regrettably only one community appears not to have benefited: the one actually closest

to, and most affected by Northstowe. We note that Knapwell is apparently deemed more deserving by CCC of Northstowe-related cycleway funding than Longstanton. Recently a large amount of money was spent refurbishing the little-used (and perfectly serviceable) cycleway to the north of the CGB crossing. How can the obvious need for that cycleway to continue southwards be ignored?

A cycleway along the east side of the B1050 south of the CGB crossing is absolutely essential. It is entirely disingenuous to claim that such provision is not an integral part of the road modifications at that point. A 500-home development less than 800m from the P&R site and many people would want to use the CGB from this development. The road is entirely dangerous to walk on. If no arrangement is made for pedestrians or cyclists some will still use the road, with disastrous consequences.

If provision for footpath/cycleway is not included now it will never happen. It has always been indicated in previous years when Longstanton proposals for such a track were rejected by CCC that such proposals would have to await Northstowe. That time is now.

We accept that the arrangements for the cycleway around Crabtree Corner cannot be finalised as yet because they depend on the Northstowe plans, but arrangements for the cycleway must be included immediately south of the CGB crossing.

- ii) The row of tall trees currently along the east side of the B1050 opposite Southwell and Stanton House will need to be removed. The proposal to replace them with open landscaping is entirely unacceptable. We note the comments of CCC's Mr Menzies in response to point 5 of a series of questions by Shona Johnstone that 'There have been discussions with SCDC landscape planners about the planting going back for years which have shaped the proposals'. To the best of our knowledge there has been no consultation on this topic with either Longstanton PC or even SCDC's Planning Committee. As with point (i) above, unless provision is made at this stage to replace the current row of trees with a new row of shielding trees to the east of the new cycleway, it will simply never happen.

The Parish Council fully supports the objections and comments made by Mr and Mrs Ashby of Stanton House and Mrs Kides of Southwell."

15. **Willingham Parish Council** comments as follows:

"Our main objection regarding this project is the likely disruption to traffic particularly at peak times.

We fear that there will be long delays for southbound traffic in the morning peak and northbound in the evening peak both during construction of the junction and when the new project is operational.

We did two traffic surveys last year, copies of which are attached, (see Appendix), which showed at that time peak flows of over 700 vehicles per hour along the B1050. This volume regularly results in long tail backs of several miles. Additional Park and

Ride volume coupled with further flow restrictions is likely to make the situation even worse.

Adding Northstowe to the equation is a recipe for gridlock.

The answer of course is to provide a proper alternative route bypassing Longstanton and Willingham for through traffic. This work really should have been done first.

As you are probably aware there is a study in hand to evaluate the case for a bypass around Willingham. Hopefully the result will be positive although even then implementation will take many years.

Shorter term we could recommend using all possible measures to minimise disruption including maintenance of unimpeded two way flow at peak hours during the construction phase”.

16. **Local Highway Authority** has confirmed that the details of the Guideway junction are acceptable. However, concern is expressed that, whereas there is a clear pedestrian (and presumably an off-road cycle path as at present) to the Park and Ride site from the north, no such facility is shown to Longstanton.

17. The **Council’s Land Drainage Manager** stated in regard to the original Park and Ride submission:

“Temporary consents from the Environment Agency and under the Council’s Land Drainage Byelaws have been in place for the initial phase of the site works.

For the final approvals the developer should be informed that:

1. EA approval will be required as statutory consultees.
2. Land Drainage Byelaw approval will also be required from the Council’s Drainage Manager. This approval will be conditional on the provision of final design details on pond size, outfall details, cleaning works to existing piped section of the award drain long-term upkeep and maintenance of the detention pond. Additionally, the developer will be expected to demonstrate that the proposal will have no impact downstream of the development. These have not been provided”.

18. **Environment Agency** has not commented.

19. The **Council’s Landscape Design Officer** made detailed comments about the plant schedules, cycle parking, edging of balancing ponds, materials for footway paving, width of tree planting beds within the car park, signage, CCTV and cabling routes. No further comments have been received in regard to the amended Park and Ride submission.

20. **Ecology Officer** has no objections to the amended Park and Ride scheme.

Representations

21. John Henry (Civil Engineers) does not believe a land ownership issue has been discussed and resolved. In addition, the following comments are made:

“The drawings show a reconstruction of our entrance onto Station Road, and it looks like we will be losing ownership of the road to a point approximately 6.0 metres back from the Highway.

Firstly the reconstructing of the entrance appears to be reducing the radius of the entrance. This will increase the difficulty of articulated lorries leaving and entering the site. This is already a dangerous entrance, and these changes will only make the situation worse. Would it be possible for someone to come and talk to us with regards to this issue, and perhaps allay our fears. I would hate for a serious accident to occur and we had done nothing in our power to prevent it”.

22. Residents of “Stanton House” and “Southwell”, properties on the west side of Station Road have objected. The grounds of objection are summarised below:

- (a) The junction shows no access for “Southwell”. This will interfere with the occupier’s established business of selling produce and flowers and cause a road safety problem.
- (b) Traffic queuing to turn right into the Park and Ride site would block access into Stanton house at busy times. Exiting this access would also be riskier due to stationery traffic across the sight-line and visibility being restricted by signs and a lamp post.
- (c) Air pollution in the vicinity of the two properties would be increased.
- (d) No provision has been made for a footpath/cycleway to Longstanton or for land to be set aside for this facility.
- (e) Proposed low level landscaping to replace a hedge separating “Stanton House” and “Southwell” from the Park and Ride site would prejudice road safety (snow drift), cause loss of an eastern windbreak, loss of a visual shield from the development and damage established hedge ecology. A replacement hedge of the same height as currently should be planted.
- (f) The use of a traditional, inefficient and oversized lighting scheme design risks gross light pollution. Insufficient on-off timing information has been provided to be able to form a complete assessment about light pollution effects.
- (g) Loss of the large existing hedgerow would cause urbanisation, loss of visual amenity and further light pollution.
- (h) Use of the new junction by John Henry Ltd’s light and heavy lorries would increase unplanned traffic, noise and pollution risk.
- (i) Expansion of the John Henry Ltd land is apparently taking place without involving the public planning process.
- (j) There is a risk to drainage with lack of attention to pre-existing problems in the open roadside ditch which flows on the west side of Station Road.

- (k) Insufficient details have been provided for drainage arrangements to the two properties. There is no explanation of how the surface water pumping station will work on the Park and Ride site.
 - (l) The Park and Ride scheme should be assessed against the environmental impact of expansion of Northstowe to the west of Station Road.
 - (m) There are existing foul drainage problems. If a septic tank system is required, its size and arrangements for emptying it regularly need to be considered.
 - (n) The plans show an outline of 'Permitted Deviation', which needs explaining as it seems to cut into the properties on the west side.
 - (o) The proposed 40 mph speed limit should be reduced to 30mph due to the re-alignment of the road and the provision of three sets of traffic lights in such a short distance.
 - (p) There are many signs for the Park and Ride site.
 - (q) Planting to the west of the balancing pond is limited to grassland and wildflowers. This should include native tree planting to protect these properties.
23. The occupier of "Southwell" also objects on the following grounds to the Guideway junction:
- (a) Condition 8 required a noise barrier to protect Histon and Girton (Impington) residential amenity. No such provision is made for residents at Station Road, Longstanton.
 - (b) Lights along the full length of the Guideway will litter the countryside, waste energy and create further light pollution.
 - (c) Six no-entry signs and two signs warning of car traps is excessive in the countryside. Movable bollards would suffice.
 - (d) Horse riders, cyclists and pedestrians using the maintenance track will have to cross diagonally over a very busy road.
 - (e) Two accesses to residential properties on the west side of Station Road, north of the Guideway, should be environmentally protected.
 - (f) The no-entry sign south of Digital Park and John Henry accesses will confuse drivers.
24. Gallagher Estates commented on the original Park and Ride submission:
- (a) Fully support the "future connection to Northstowe development". But it is not clear how the two-way flow of buses between Northstowe and the bus stops at the northern end of the Park and Ride will work.
 - (b) It is suggested that the central north/south walkway is continued to the south boundary to ensure that the Park and Ride is immediately accessible to the first occupiers of Northstowe.

- (c) Finally it is suggested that the native screen planting on the perimeter of the site include some evergreen species to provide some year round greening.
25. In regard to the amended Park and Ride scheme, Gallagher Estates, supported by English Partnerships, states:
- “I have the following comment to make; it appears from the Drawing “B1050 Longstanton Junction Discharge of Planning Conditions General Layout” (Drawing No. CGB/HJY/JNLONA/D/1/091/A) that new footways are only proposed on the north side of the new access road into the CGB Park and Ride and north of the junction of the access road and the B1050. Because of the presence of existing homes and residences south of this junction along the B1050, and taking into account Longstanton village as a whole and the new Home Farm development, we would suggest that footway/cycleway provision needs to be extended ideally on both sides of the B1050 south of the new junction being formed”.
26. The Guided Bus Team has responded to a number of issues raised by consultees as follows:
- (a) Access to/from “Southwell”: It is not possible to widen the highway any more than that proposed due to the available land width to the north of the Park and Ride junction. Widening the northbound carriageway at Mrs Kides’ entrance will have an adverse affect on the traffic flow through the junction on the southbound side of the B1050.
- (b) Access to/from “Stanton House”: It is anticipated that the junction traffic signals will, in fact, improve the safe access to and from Stanton House by slowing the flow of traffic. It is widely acknowledged that slow moving or queuing traffic can assist vehicles wishing to exit such properties during busy periods. An independent Road Safety Audit process is being undertaken to formally assess the safety issues of the revised highway layout.
- (c) John Henry Access: It is assumed the roundabout referred to is the proposed new roundabout within the park and ride site. The new access to John Henry’s yard is a requirement of a legal agreement between Cambridgeshire County Council and John Henry and the CGB Order does not include any provision for any expansion to John Henry’s current activities, hence there is no evidence to suggest that a new access will generate additional heavy traffic flow, noise and pollution to that already generated by the operations of John Henry Ltd.
- (d) Road Drainage: The current western drainage ditch will not change in its current position or function to the south of “Southwell” as a result of the work. However, the ditch to the north of “Southwell” will be pipe culverted over a 60m+ length to permit construction of the new carriageway. Highway drainage arrangements will be to the satisfaction of the Environment Agency and Awards Drain Authority.
- (e) “Permitted Deviation”: This comment is not understood. If it is referring to Limits of Deviation, these are the available land limits covered by the TWA order and are the available land limits covered by the deemed planning permission for the development.
- (f) Cycleway: A cycleway is provided between the CGB crossing and the Park and Ride site. There is no other provision within the Order for cycle route at

this location. It is understood that a cycleway connection to the Park and Ride site from Northstowe will be provided as part of the Northstowe development.

- (g) Tree Removal: It is not anticipated that the row of trees on the east side of the carriageway will be replaced.
- (h) Changes to Existing Entrance: The new entrance off the B1050 to John Henry's yard is the same as the existing entrance in both location and dimensions. The entrance will be re-surfaced to accommodate the slight level changes but no loss of amenity will be suffered by John Henry in the permanent case. John Henry is also being provided with a separate access onto the P&R roundabout which is a condition of a legal agreement with Cambridgeshire County Council. In addition, an independent Road Safety Audit process is being undertaken to formally assess the safety issues of the revised highway layout.
- (i) Ownership: Ownership of the entrance will not change as a result of the development. This is being discussed in detail between A Shepherd at Cambridgeshire County Council and Mr Henry.
- (j) Future links with Northstowe: These have never formed part of the current CGB scheme as it has always been expected that the developers would provide these links. It would now appear that the developers are seeking to get links to their development provided by CGB on the back of the planning condition discharge process.

We are happy to work with the Northstowe Developers to facilitate good links with CGB. The busway link through Northstowe is an integral part of the design of the Park and Ride site and its route is indicated on the plans, however, it has always been anticipated that this would be constructed only when it was required by the development at the developers cost.

The parking area has been laid out on a radial pattern to allow future pedestrian and cycle links to Northstowe but given the absence of details of the footway and cycleway network in Northstowe it is impossible to make specific provision within the design. Again our expectation has always been that these links would be provided by the developer, and we will be happy to work with them at the appropriate time to facilitate this.

It is perhaps worth noting that we have already reached agreement with them over the southern junction of the bus only road through Northstowe. Our Contractor will be providing this at the expense of Gallagher and English Partnerships.

The funding package for CGB includes a Section 106 contribution from Northstowe. This will be negotiated against the fixed published budget for CGB. This budget does not include provision for the bus, footway and cycleway links to Northstowe. In seeking to attach these to the CGB planning conditions the developers are therefore trying to pass the cost of the infrastructure to serve Northstowe on to the public purse.

I trust that you will agree that it would be inappropriate for the planning condition discharge process to be used in this way.

Planning Comments

Park and Ride

27. The Park and Ride development has planning permission as part of the Guided Busway Project. The two submissions made to comply with condition 3(a) require consideration of design and external appearance.
28. The amended submission for the Park and Ride junction has successfully moved it north of the access to "Southwell". Thus the existing accesses, frontage vegetation and open drainage ditch along this property and "Stanton House" will not change, although works will be carried out to link the re-aligned carriageway to the existing access to "Stanton House". Some inconvenience will inevitably be caused to the plant stall at "Southwell" but this seems unavoidable.
29. The CGB planning permission does not include or require the provision of a by-pass for Willingham or a cycleway/footpath link to Longstanton. Nor do conditions of the CGB require either. Whilst a cycleway/footpath to Longstanton would be desirable, the relevant conditions only require approval of design and appearance for a Park and Ride site and the Guideway Junction.
30. Policy NS/10 of the adopted Northstowe Area Action Plan 2007 states that:

"If at the time of grant of outline planning permission a Willingham Bypass is required by the County Council, a contribution will be sought from the developers of Northstowe towards its construction related to the forecast percentage volume of traffic that will be generated by Northstowe".
31. Drainage for the Park and Ride will be in accordance with the Flood Risk Assessment, which has been approved by the Environment Agency. Drainage from all paved areas will be pumped to the balancing lake and therefrom attenuated to a permissible greenfield run-off rate. Foul drainage from the Park and Ride building will discharge to a foul water sewer in agreement with Anglian Water. The proposed balancing pond is very similar in site and area to the existing pond on the construction site. The open ditch on the west side of Station Road is an awarded watercourse. Land Drainage byelaw approval will be required from this Council, as Drainage Authority, for the proposed culverting of it for a distance of approximately 100 metres northwards from a point north of "Southwell".
32. Landscaping issues have been discussed in considerable detail between the CGB Team and the Council's officers. The scheme has been amended to reflect those discussions. To assimilate the development in the short-term, the most sensitive boundary will be to the south west, where native screen planting is proposed. It will, continue along the south boundary of the balancing lake and to the east of Station Road for a distance of some 75 metres. However, I agree that it would be desirable to achieve some native tree planting or replacement hedgerow in the 6m-10m wide belt between the B1050 and the balancing lake. I have requested the scheme incorporate this additional planting. In the longer term the combination of maturing vegetation and development at Northstowe will satisfactorily screen the development. Some evergreen species would be welcomed.
33. The Park and Ride site will be extensively lit from 10m high columns for safety reasons. But the lighting design will be in accordance with British Standards and the recommendations of the Institute of Lighting Engineers, which recommends the use of full horizontal cut-off luminaires installed at 0° uplift to reduce sky glow and to

minimise visual intrusion and light pollution. Lighting at the Cambridge Park and Ride sites has been successful in achieving this objective. The lights will be switched off outside of operational hours.

34. Planning Permission was granted on 16th October 2007 for the change of use of land south of John Henry Engineering Ltd for a goods yard, subject to, amongst others, a condition preventing development commencing until the “adjacent park and ride site is fully operational and details of the access and balancing pond, required for both the proposal and the park and ride site, and the access directly into the site, have been submitted to and approved in writing by the Local Planning Authority” The application was determined at Committee on 7th February 2007 when objections from the occupier of “Southwell” were considered. The owner/occupier of “Stanton House” was notified of the application. Vehicles using John Henry’s yard are already on the B1050, but using a junction south of the former level crossing with poor visibility.
35. The location of the Park and Ride site in relation to the needs of Northstowe has already been determined as part of the planning permission. The provision of a necessary bus link to the new town in the south east corner of the site is now illustrated on the amended plans. There is a need to provide a footpath/cycleway link to Northstowe at an early stage in the development of Northstowe. There are no physical obstacles to the construction of this segregated link, the provision of which will need to be the subject of further discussion with Northstowe Developers and the CGB Team.
36. The amended scheme has increased cycle provision to covered accommodation for 100 cycles (50 in each phase) on the Park and Ride site.

Station Road Guideway Junction

37. There is no provision in the Planning Permission or its conditions for noise attenuation to residents at this junction. The Inquiry Inspector considered this very carefully and concluded that any significant increases in operational noise would be confined to 45 specified properties in Histon and Impington.
38. Guideway lights are provided at road junctions used by vehicles only for safety reasons. They do not extend along the entire length of the Guideway. At Longstanton the 8m high lighting columns will extend to some 70m distance either side of the B1050 junction.
39. There are many proposed signs at the junction. A balance has to be struck between safety and visual impact but elsewhere it has been possible to reduce the number of separate sign posts and I shall explore that option at this junction. I shall also question whether a no-entry sign shouldn’t be re-sited north of the Digital Park and John Henry accesses. A response is awaited from the Guided Busway Team. This will have to take account of the Stage 2 safety audit which has been carried out at this crossing.
40. The maintenance track changes from one side of the Guideway to the other at this road junction. This also happens at the Station Road, Oakington junction. Pedestrians and cyclists will cross using controlled Toucan crossings. The equestrian crossing route is diagonally across the Guideway. This is controlled by a “Pegasus” crossing and chicane barriers.
41. Accesses to residential properties on the west side of B1050 north of the Guideway will not be affected by the junction proposals.

Recommendation

42. A. It is recommended that condition 3(a)(vi) be discharged in regard to the design and external appearance for the Longstanton Park and Ride site in accordance with the amended drawings submitted by letters dated 8th November 2007 and 20th March 2008 subject to agreement being reached on a timescale for the completion of the dedicated bus, foot and cycleway connection to Northstowe, the use of full cut off luminaries in accordance with the recommendations of the Institute of Lighting Engineers and revisions to planting proposals between the balancing pond and the B1050.
- B. It is recommended that Condition 3(a)(iii) be discharged to the design and external appearance for the Longstanton B1050 Guideway Junction in accordance with the letter dated 18th January 2008 and drawing no. CGB-HJY-JNLON-D-1-001B subject to agreement on the extent of signage and on the detailed signals design by the County Council's Signals Team.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework Northstowe Area Action Plan (adopted July 2007)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: C/6/9/1A
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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