



Joint Development Control Committee

Date: Wednesday, 16 August 2023

Time: 10.00 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel 01223 457000

Agenda

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Adjacent to Cambridge Biomedical Campus

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Adjacent to Cambridge Biomedical Campus

Submission of details required by condition 22 (Cycle Parking: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)

Joint Development Control Committee Members:

Cambridge City Council: Cllrs S. Smith (Vice-Chair), Baigent, Flaubert, Porrer, Smart and Thornburrow, Alternates: Gilderdale, Levien, Nestor and Nethsingha

South Cambridgeshire District Council: Cllrs Bradnam (Chair), Cahn, Fane, Hawkins, Stobart and R.Williams, Alternates: Cone, Garvie, J.Williams and H.Williams

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JOINT DEVELOPMENT CONTROL COMMITTEE

21 June 2023
10.00 am - 12.35 pm

Present: Councillors S. Smith (Vice-Chair), Bradnam (Chair), Baigent, Porrer, Smart, Thornburrow, Cahn, Fane, Hawkins, R.Williams, Levien and Garvie

Officers Present:

Strategic Sites Manager: Philippa Kelly
Principal Planner: Michael Sexton
Principal Planning Policy Officer: Terry De Sousa
Legal Adviser: Richard Pitt
Committee Manager: Sarah Steed
Meeting Producer: James Goddard

Developer Representatives for:

- Cambridge International Technology Park
- Cambridge Biomedical Campus

FOR THE INFORMATION OF THE COUNCIL

23/22/JDCC Election of Chair and Vice-Chair for Municipal Year 2023/24

The Strategic Sites Manager for the Greater Cambridge Shared Planning Service took the Chair whilst the Joint Development Control Committee elected a Chair.

Councillor Fane proposed, and Councillor Cahn seconded, the nomination of Councillor Bradnam as Chair.

Resolved (unanimously) that Councillor Bradnam be elected as Chair for the ensuing year.

Councillor Bradnam took over as Chair of the meeting and called for nominations for Vice-Chair of the Joint Development Control Committee.

Councillor Thornburrow proposed, and Councillor Porrer seconded, the nomination of Councillor S Smith as Vice-Chair.

Resolved (unanimously) that Councillor S Smith be elected as Vice-Chair for the ensuing year.

23/23/JDCC Apologies

Apologies were received from South Cambs Councillor Stobart with South Cambs Councillor Garvie attending as alternate. Apologies were also received from City Councillor Flaubert and City Councillor Levien attended as alternate.

23/24/JDCC Declarations of Interest

Member	Item	Interest
Councillor Baigent	All	Personal: Member of Cambridge Cycling Campaign
Councillor R.Williams	23/26/JDCC	Personal: Employed by the University of Cambridge
Councillor Cahn	23/27/JDCC	Personal: Son is completing his Masters working on the Cambridge Biomedical Campus. Discretion unfettered.

23/25/JDCC Minutes

The minutes of the meetings held on 15 March 2023 and 5 April 2023 were approved as a correct record and signed by the Chair.

23/26/JDCC Cambridge International Technology Park

Members raised comments/questions as listed below. External presenters gave answers and added comments. As this was a pre-application presentation, none of the answers or comments are binding on either the intended applicant or the local planning authority so consequently are not recorded in these minutes.

- i. Queried the purpose of the briefing.

- ii. Commented that the proposed changes to the scheme could be considered as an entirely different design; should this be considered as new application.
- iii. Requested further information on the term 'local employment scheme'; how would this application create employment for local people.
- iv. Asked what the applicant considered the 'local vernacular' to be.
- v. Asked for further information on the application site.
- vi. Asked for clarification of the term 'accessible cycle space'.
- vii. Enquired if recycled water would be used when watering the plants on site.
- viii. Would the landscaping allow skate boarders to use the space.
- ix. Asked if there would be a shared car service on site.
- x. Needed to consider the number of EV charging points on the site.
- xi. Questioned if the community building would be for wider community use (outside of the Technology Park community) how people would know about it.
- xii. Highlighted that double stacked cycle parking was not accessible to those who had mobility issues and could not easily lift their bikes.
- xiii. Commented that it was important to conserve and recycle water; wet labs would increase the water usage on site.
- xiv. Asked if consideration could be given for the ability of the multi-storey car park to be converted in the future if more cycle parking was required especially for cargo bikes and / or similar.
- xv. Recommended that the travel plan should also focus on sustainable travel for those travelling to the site from the north and south as the greenways shown seemed to only consider those travelling from the east and west.
- xvi. Asked what consideration had been given to passive cooling in relation to heat pumps and other options.
- xvii. Stated that cycle theft was a serious issue in Cambridge, excellent CCTV and / or additional security was required.
- xviii. Asked if the multi-storey car park would be chargeable.
- xix. Noted examples of passive charging points on other application sites and asked if this could this be considered.
- xx. Asked if there were further changes to the 'use-classes' on the site, what would the impact be on parking spaces per person. Asked if there would be a reduction in car parking spaces proportionately to the forecast employment density.

- xxi. Asked if an environmental impact assessment be undertaken on the change of use from office space to lab space given the increase in water usage.
- xxii. Was not sure if the building responded to the context of the local area.

23/27/JDCC Cambridge Biomedical Campus

Members raised comments/questions as listed below. Officers gave answers and added comments. As this was a pre-application presentation, none of the answers or comments are binding on either the intended applicant or the local planning authority so consequently are not recorded in these minutes.

- i. Asked if there would be any retail provision on site to meet the needs of those who lived and worked there.
- ii. Queried when the Supplementary Planning Document (SPD) would be prepared; how would this tie in with the emerging Local Plan.
- iii. Queried if there would be any value in preparing an SPD if it did not address infrastructure and transport issues.
- iv. Asked what value an SPD held in planning law compared to supporting documents; how useful would the document be.
- v. Asked when the original Master Plan was adopted.
- vi. Would like a clearer understanding of the Master Plan for the site. It was important that applications were not brought to Committee 'piecemeal'.
- vii. The site lacked sufficient planning for transport, public navigation around the site and infrastructure for utilities which would enable a coherent and cohesive planning and build strategy.
- viii. Stated an SPD was required immediately and asked why it had to wait for the Master Plan.
- ix. Queried which were the live applications shown on the presentation, which would not be discussed, but required for context.
- x. Questioned if a net zero aspiration would be reflected into the Master Plan.

The meeting ended at 12.35 pm

CHAIR

JOINT DEVELOPMENT CONTROL COMMITTEE

19 July 2023
10.30 am - 1.02 pm

Present: Councillors Bradnam (Chair), S. Smith (Vice-Chair), Baigent, Smart, Thornburrow, Cahn, Fane, Hawkins, Stobart, R.Williams and Levien

Councillor Fane left after item 23/30/JDCC
Councillor R.Williams left during item 23/31/JDCC

Also present (virtually) Councillor: Porrer

Officers Present:

Strategic Sites Manager: Philippa Kelly
Principal Planner: Rebecca Ward
Senior Planner: Julia Briggs
Legal Adviser: Keith Barber
Committee Manager: Sarah Steed
Meeting Producer: Laurence Damary-Homan

Developer Representatives:

David Fletcher (Strutt and Parker)
Alexis Butterfield (Pollard Thomas Edwards)
Ulrich van Eck (Bellway - Latimer)

FOR THE INFORMATION OF THE COUNCIL

23/28/JDCC Apologies

Apologies were received from Councillor Flaubert with Councillor Levien attending as alternate.

Councillor Porrer attended online via Teams; it was noted that Councillor Porrer could participate in the debate but would not be able to vote because she was not present in person at the meeting.

23/29/JDCC Declarations of Interest

Item	Councillor	Interest
23/30/JDCC	Thornburrow	Had been involved in the Clay Farm application when a

		Trumpington Ward Councillor. Would step down from the Committee's determination today although speak as a Ward Councillor.
All	Baigent	Is a member of Cambridge Cycling Campaign.

23/30/JDCC 13/0751/COND15A & 13/0751/COND16A - Linear park parcels 15 and 18 Clay Farm Development Site, Cambridge

The Committee received two discharge of condition applications for the submission of details required by condition 15 (Linear Park details) of planning permission 13/0751/REM and submission of details required by condition 16 (LAPS) of planning permission 13/0751/REM.

The Committee received a representation in objection to the application from a local resident on behalf of a number of residents.

The representation covered the following issues:

- i. Were largely in favour of the proposals, which were based on a feasibility study the Baker Lane community had produced in 2020. This was based on a Design and Access Statement approved in 2013.
- ii. Only wanted unnecessary and intrusive elements of the proposals omitted which would save capital and maintenance costs.
- iii. The proposals may have been policy compliant but they did not have the support of the community.
- iv. Wanted the Applicant to re-engage with the community and resubmit the application.
- v. Referred to the hoggin path at paragraph 10.3 of the Officer's report: considered this invited travel from both sides of the Linear Park and there was already provision in place for this. This would impact the picnic table and turn this area into a thoroughfare.
- vi. Noted Officer comments on trees contained in paragraph 17.1 of the Officer's report. Considered the trees had not been planted in the positions shown on the drawings. There was a gap in tree provision because of a clash with the highway. If the drawings were approved,

existing trees would need to be removed and replaced. Residents wanted the existing maturing trees to remain.

Susie Hartas (Applicant's Agent) addressed the Committee in support of the application.

County Councillor Slatter (County Ward Councillor for Trumpington) addressed the Committee about the application.

- i. Houses around Baker Lane park were completed in 2018. She had lived in the area since 2016.
- ii. Some trees had been planted but most of the area was grassed. There had been occasional grass cutting but no further landscaping had been completed.
- iii. Noted that there had been lots of discussions and plans had been drawn up by not only the Applicant but by residents as well.
- iv. Noted Councillors had been involved in discussions with residents.
- v. Noted correspondence from 2019 which detailed the changing views of residents for the area. Their preference was for less hard landscaping, more habitats for wildlife and a substantial area of level grass which could continue to be used for ball games, picnics etc.
- vi. Noted residents had bought a picnic table and wooden seat which was moved around the open space when various activities took place.
- vii. Residents' views for the area had changed since the original application was submitted (2013). The way in which outdoor space was used had also changed as a result of the covid pandemic.
- viii. Referred to other open space areas managed by the City Council which included diverse habitats (invertebrates banks).
- ix. Welcomed the proposed seating on hardstanding which could be used all year round and which should be constructed from recycled materials which did not need maintenance.
- x. The grassed area outlined in the plan should be left clear of obstacles.
- xi. Did not want to lose the flexible space.
- xii. Was of the view that the scheme did not meet the requirements of the outline play strategy.

City Councillor Thornburrow addressed the Committee as a previous Ward Councillor for the area.

- i. Considered the delay in delivering this application was an opportunity (to improve upon the application).
- ii. Residents had been involved in the community garden application.

- iii. Considered lessons needed to be learnt and that residents needed to be engaged with landscaping elements of planning applications: that the delivery of the detail of the project needed to be done as a community project; and that the scheme should be resubmitted with clearer areas of community planting.
- iv. Queried if an informative could be included to reflect concerns which had been raised by residents.

In response to Members' questions the Strategic Sites Manager, Legal Advisor and Senior Planner said the following:

- i. Advised that it was not possible to add a condition to a decision for a discharge of condition application. Members must therefore come to a decision on the scheme as submitted. Officer's view was that the application was acceptable in planning terms. An informative to guide the management of the open space could, nevertheless, be added to an approval decision notice.
- ii. The applicant needed to discharge conditions attached to the outline permission. There was scope to include wildflower planting etc. as part of the management of the open space.
- iii. The trees currently in situ had been planted as per the proposed plans.
- iv. It was confirmed that the open space would be transferred to the City Council to maintain.
- v. There was an existing drain which had an easement. The Landscape Officer had been consulted as part of the application process and they were happy with the location of the trees in their current location and they do not interfere with the easement.

The Strategic Sites Manager offered Members the following draft wording for the informative based on the issues which had been raised by Members during debate: To encourage the landowner to actively involve local residents and community groups in the future consideration of management, maintenance issues and the evolution of these spaces.

The Committee:

Resolved (unanimously) to approve the discharge of conditions 15 and 16 as detailed in applications 13/0751/COND15A and 13/0751/COND16A subject to the inclusion of an informative 'encouraging the landowner to actively involve local residents and community groups in the future consideration of management, maintenance issues and the evolution of these spaces' with

precise wording delegated to Officers in consultation with Chair and Vice-Chair of the Committee.

23/31/JDCC Springstead Village, Land North of Cherry Hinton, Coldhams Lane, Cambridge

The Committee received a pre-application presentation on Springstead Village, Land North of Cherry Hinton, Coldham's Lane, Cambridge.

Members raised comments/questions as listed below. Answers were supplied, and comments from Officers but as this was a pre-application presentation, none of the answers or comments are binding on either the intended applicant or the local planning authority so consequently are not recorded in these minutes.

1. Questioned the landscaping proposed and requested that shrubs etc were included as well as trees.
2. Asked if the play area proposed to the eastern side of the development would also act as a swale.
3. Asked for a clear car parking management plan to be in place at the start of the development. Also asked that there was clear designation for residents' and visitor parking.
4. Noted the proposed tenure plan and asked if there could be a mix of shared ownership / rented / private accommodation facing the open space.
5. Asked if the custom build properties would be built in a way to make future loft conversion possible.
6. Asked if new forms of construction materials would be used to keep carbon cost down.
7. Noted that all housing was proposed to be dual aspect and asked whether all windows would be openable.
8. Asked if there was a plan to manage residents' water consumption.
9. Asked if the Design Code helped in designing the development.
10. Queried if the affordable housing was compliant with the Council's pepper potting policies.
11. Queried the use of the name 'Parkside' as there was already a location /community within Cambridge called 'Parkside' having two might create confusion.
12. Queried garden sizes.
13. Queried location of cycle parking and if there would be EV charge points located outside houses.

14. Queried if there would be any car club spaces.
15. Queried if there would be a conflict between car parking and 'play streets'.

The meeting ended at 1.02 pm

CHAIR



21/02957/COND17 – West Anglia Main Line Land Adjacent to Cambridge Biomedical Campus Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Trumpington

Proposal: Submission of details required by condition 17 (Detailed design approval: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)

Applicant: Network Rail

Presenting officer: Mairead O'Sullivan

Reason presented to committee: Application relates to the details of a project subject to deemed planning permission under a Transport and Works Act Order (TWAO) which was made in December 2022, for which JDCC Members received a pre-application developer briefing in February 2023, and were advised by officers this application would come to committee for determination.

Member site visit date: n/a

Key issues: 1. Compliance with approved parameter plans and Design Principles
2. Scale, massing and external appearance

Recommendation: Approve and discharge planning condition 17 of TWA application reference 21/02957/TWA in part.

Report contents

Document section	Document heading
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2	Site description and context
3	The proposal
4	Relevant site history
5	Policy
6	Consultations
7	Third party representations
8	Local groups
9	Planning background
10	Summary of design changes undertaken as part of pre-application process
11	Assessment
12	Principle of development
13	Compliance with approved parameter plans and design principles
14	Visual impact on Hobson's Park and the Green Belt
15	Scale, massing and external appearance
16	Cycle parking
17	Third party representation
18	Other matters
19	Planning balance
20	Recommendation

Table 1 Contents of report

1. Executive summary

- 1.1 The application seeks approval of the details required to discharge condition 17 of the Network Rail (Cambridge South Infrastructure Enhancements) Order. The TWAO application and deemed planning permission which was decided by the Secretary of State in December 2022 relates to a cross boundary scheme which has one permission crossing both Cambridge City and South Cambridgeshire District Council. Condition 17 falls wholly within the Cambridge City Council administrative area.
- 1.2 Condition 17 controls the detailed design of Cambridge South Station building. The condition requires that the details accord with the approved parameter plans. A Design Compliance Statement has been submitted, in accordance with the wording of the condition, which demonstrates how the design complies with the Cambridge South Design Principles.
- 1.3 Condition 17 relates only to the design of the station building. Other matters such as hard and soft landscaping, biodiversity and sustainability

are dealt with under separate conditions which are to be determined under delegated powers.

- 1.4 The station building has been subject to extensive pre-application advice and stakeholder engagement. The proposed station building is considered to be of a high-quality design which responds to the contexts of both Hobson's Park and the Cambridge Biomedical Campus (CBC). The station footprint and height comply with the parameter plans approved as part of the Transport and Works Act Order. The design compliance statement demonstrates how the development complies with the approved Design Principles. The Councils' urban design and landscape officers have confirmed that they are satisfied with the station design proposals.
- 1.5 Officers recommend that the Joint Development Control Committee approve the application and discharge the condition in part. Further details in respect of signage will be required to be submitted to the local planning authority for approval.

2. Site description and context

- 2.1 The site lies between Trumpington and CBC. The site is generally flat and contains the existing railway line. It is centred around Hobson's Park on the west and a plot between the University of Cambridge Anne McClaren Building and the AstraZeneca site to the east. The Cambridge Guided Busway (GBW) bridge runs adjacent to the northern boundary of the site.
- 2.2 Land use is mostly residential north and west of the site. Hobson's Park is a recreation area that serves the residential area in Trumpington. It includes Hobson's Park Nature Reserve and is wholly within the Green Belt. Hobson's Brook runs close to the western boundary of the site. Further south of Hobson's Park, to the south of Addenbrookes Road there is a Scheduled Monument. Directly to the north of the site, beyond the guided busway bridge is the active recreation area which serves the nearby residential uses.
- 2.3 CBC lies to the east of the site. It is the largest centre of medical research and health science in Europe. It accommodates four hospitals, with two further hospitals planned as well as a number of R & D buildings.
- 2.4 Part of the site is an operational railway. The station will be on a route which is served by services to London Kings Cross and the East Coast Main Line. Thameslink services connect Cambridge to Brighton via Central London.

3. The proposal

3.1 The Network Rail (Cambridge South Infrastructure Enhancements) Order permits Network Rail to construct and operate a new four track station and related track works. The Order also requires exchange land to be provided to compensate for the loss of habitat and public open space within Hobson's Park. The order includes deemed planning permission for the works and includes 39 conditions. This application seeks approval of the detailed station design which is condition 17 of the deemed planning permission associated with the TWAO.

3.2 Condition 17 is worded as follows:

No development relating to the construction of Cambridge South Station building shall commence until full details of the scale, massing and external appearance, including details of floor and roof plans, elevations, and long sections of the development have been submitted to and approved in writing by the local planning authority.

Details submitted must be in accordance with the approved parameter plans and shall be submitted with a Design Compliance Statement demonstrating compliance with the relevant approved Cambridge South Design Principles (NR-15-1 dated March 2022). The submitted scale details must include plans at a minimum scale of 1:250, and elevations at a minimum scale of 1:100. The development shall only be carried out in accordance with the approved details.

Reason: to ensure that the proposed development is satisfactory in terms of its appearance having regard to its prominent location and its intrusion into Hobson's Park and the Green Belt, to enable control to be exercised over these aspects of the development, and to ensure high quality development responding appropriately to its context.

3.3 Condition 17 requires that full details of the scale, massing and external appearance of the station building are approved by the Local Planning Authority. These details must be in accordance with the parameter plans and Design Principles which were approved as part of the TWAO application. The applicant has submitted a design compliance statement to demonstrate compliance with the approved design principles.

3.4 The station comprises four platforms, one at either side of the station with an island platform in the middle. The station can be accessed from the east (CBC) and west (Hobson's Park). The ticket gates are to be located at the entrance to the building. There is only pedestrian and cycle access

from Hobson's Park on the West. Vehicular access for drop offs, taxis and blue badge parking is located on the eastern forecourt accessed from Francis Crick Avenue. A Secondary Means of Escape (SME) bridge is located on the southern end of the station. This is a means of escape from the island platform.

- 3.5 A curved high level Glulam roof covers the station entrance approaches, concourse and overbridge. To the west the roof slopes down to form a canopy to cover the cycle parking at western platform. To the east a canopy covers the building entrance and eastern platform and also continues to cover the cycle parking area to the north of the entrance. The island platform is also covered by a canopy on which solar panels are to be installed. The curved roof form incorporates a sedum roof which is specified to have lower maintenance requirements and provide a drought tolerant solution. The flatter sections over the cycle parking will have a biodiverse roof.
- 3.6 The uppermost curve of the main station building is 27.6m AOD or 11.6m at uppermost curved section. The station building is asymmetric being wider on the eastern side. The western building is 25m wide and is 23m in length. The eastern building is 32m wide and 25m in length. The western canopy is 90m long and extends between 9.5m at the southern end and 18m at the northern end from the platform into the park. The eastern canopy extends 78m from the building and is 7.8m wide. The canopies extend out at a height of 4.5m. A guardrail/walkway is required for maintenance and management of the biodiverse roof and solar panels on the canopies; the rail has a height of 1.1m on top of the canopy.
- 3.7 The ground levels will be built up around the station area to ensure that there is level access to the platforms. Details of how this will be integrated into the park levels will be considered as part of condition 29 (Hard and Soft Landscape). The ticket line will be at the entrances of the building. The main station building comprises a concourse at each side of the station with a curved stair leading to an overbridge which links all of the platforms. The overbridge and platforms are also accessible by two lifts at each side and on the island platform. These lifts are larger than standard to accommodate bicycles and mobility scooters. Cycle access to the platforms has been a key consideration. Cycle rails are proposed on the stairs to enable bikes to be wheeled up and down and reduce the need to use the lifts to take a bicycle from the entrance areas to a platform at peak times.
- 3.8 There would be a number of toilets including a Changing Places room, baby changing facilities and PRM WC on the eastern side of the building

and a PRM WC on the western side of the station. A retail unit is shown on the western side of the station but there is currently no intended end user.

- 3.9 The base of the station building is clad in weathered steel. Weathered steel will also be used in the fences around the platforms and the secure cycle parking enclosures. The first floor of the building/overbridge will be glazed. The roof fascia will be zinc. Material details will be approved through the materials condition (condition 18).
- 3.10 The application has been through extensive pre-application discussions. It has been presented to JDCC as a developer briefing on 15 February 2023. The scheme was also presented to Cambridgeshire Quality Panel on 28 February 2023. The City Council's Access Officer reviewed the scheme on 4 October 2022 as part of the pre-application programme.
- 3.11 The application to discharge the condition is supported by the following information:
- Plans and Elevations
 - Design Compliance Statement
 - Supporting Statement
- 3.12 Whilst the overall works are cross boundary the station building lies wholly within the Cambridge City Council administrative area.

4. Relevant site history

Reference	Description	Outcome
21/02957/TWA	Construction and operation of a new two storey, four platform station on the West Anglia Main adjacent to the Cambridge Biomedical Campus, and associated works to the rail infrastructure	21/02957/TWA Granted on 21/12/2022
21/02957/COND5	Submission of details required by condition 5 (Phasing Plan) of Transport and Works Act Order 21/02957/TWA	Granted 03/03/2023
21/02957/COND6	Submission of details required by condition 6 (Preliminary contamination assessment) of Transport and Works Act Order 21/02957/TWA	Granted 08/03/2023
21/02957/COND7	Submission of details required by condition 7 (Site investigation report and remediation strategy) of	Granted 08/03/2023

Reference	Description	Outcome
	Transport and Works Act Order 21/02957/TWA	
21/02957/COND10	Submission of details required by condition 10 (Code of Construction Practice) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Granted 19/04/2023
21/02957/COND11	Submission of details required by condition 11 (Archaeology) of Transport and Works Act Order 21/02957/TWA	Withdrawn
21/02957/COND12	Submission of details required by condition 12 (Construction Ecological Method Statement) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND12A	Submission of details required for discharge of condition 12 (Construction Ecological Method Statement) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 01/06/2023
21/02957/COND14	Submission of details required by condition 14 (Construction Surface Water Drainage Strategy) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND18	Submission of details required by condition 18 (External materials) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/02957/COND18A	Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND20	Submission of details required by partial discharge of condition 20 (Public Art: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South	Pending determination

Reference	Description	Outcome
	Infrastructure Transport and Works Order 21/02957/TWA	
21/02957/COND21	Submission of details required by condition 21 (Waste: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Pending determination
21/02957/COND22	Submission of details required by partial discharge of condition 22 (Cycle Parking: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Pending determination
21/02957/COND23	Submission of details required by condition 23 (BREEAM pre-assessment) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 15/06/2023
21/02957/COND26E	Submission of details required by condition 26 part C (Detailed design: Railway Systems Compound) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/02957/COND26C	Submission of details required by condition 26 part E (Detailed design: Any other building/structure) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/02957/COND28	Submission of details required by condition 28 (Soil Management Plan) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Granted 19/04/2023
21/02957/COND28A	Submission of details required by condition 28 (Soil Management Plan)	Pending determination

Reference	Description	Outcome
	of planning permission 21/02957/TWA	
21/02957/COND29	Submission of details required for partial discharge of condition 29 (Hard and Soft Landscape - Guided busway crossing) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 24/05/2023
21/02957/COND34	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND34A	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) for phase 2 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 02/06/2023
21/02957/COND34B	Submission of details required by condition 34 (arboricultural method statement and tree protection) for phases 3- 6 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Pending determination

Table 2 Relevant site history

5. Policy

5.1 National policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Equalities Act 2010

5.2 Cambridge Local Plan (2018)

Policy 4: The Cambridge Green Belt

Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change

Policy 18: Southern Fringe Areas of Major Change

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

6. Consultations

Urban Design

- 6.1 **No objection to the discharge of the condition.** The Urban Design Team have been involved in positive and extensive pre-application discussions on the Condition 17 application along with significant previous involvement in the TWAO process that fixed the parameters for the station and overall design requirements.
- 6.2 Detailed comments: The profile of the roof has been raised at pre-app stage by the Local Planning Authority and the Quality Panel and consideration is being given to a bullnose profile or similar to provide a shadow line and make the roof appear slenderer in profile. This detail can be provided as part of the discharge of the materials conditions (condition 18)
- 6.3 The Secondary Means of Escape (SME) Footbridge is a key change since the TWAO stage. Through pre-application discussions the use of materials to tie in with the wider station have been explored. The tailoring of the standard product is considered acceptable in urban design terms.
- 6.4 1000 cycle parking spaces are proposed split equally between east and west sides. Covered cycle storage areas provide a range of cycle stands including spaces for non-standard cycles. The overall approach to cycle parking is considered acceptable in design terms.

- 6.5 Matters such as the location of the ticket machines, wayfinding and materials are covered by other conditions. Details of the signage for the building will need to be provided.

Landscape Officer

- 6.6 **No objection to the discharge of the condition.** Most of the landscape design items will be addressed through Condition 29 (Hard and Soft Landscaping).

Cambridgeshire Quality Panel

- 6.7 Comments from 28 February 2023 prior to submission of application. The scheme has subsequently evolved further to respond to the comments with changes to the building design, ticket machine locations and public realm.

- The panel were impressed by the community consultation process undertaken and encouraged by the progress of the design. Financial constraints on the project were recognised.
- The eastern forecourt is challenging to resolve but efforts needed to avoid clutter to ensure the area functions properly. The need for food and beverage uses and associated seating needs consideration. The eastern forecourt must prioritise non-vehicular users
- Need to anticipate 'peak chaos' and incorporate measures to managed potential bad behaviour
- The way in which cycles move around the station (including access the platforms) needs further consideration. Also need to consider cycle access from the busway as this has a tight radius.
- Sedum, brown roofs and trees are all positive features but more needs to be done to integrate landscape at ground level with green roof. A strategy is needed for managing the landscape and green roof.
- Disappointed with standard product for southern bridge but understand the financial constraints. Suggest the bridge could incorporate some public art with a life science theme to form part of the arrival experience.
- The thick eaves of the roof should be reconsidered
- Detailed calculations on renewable energy/net zero targets and embodied carbon should be prepared.

7. Third party representations

- 7.1 1 representation has been received objecting to the application.

- 7.2 The objection has raised the following issues:

- Concerns about harm to Hobsons Park from cycle parking and intensified use by bikes

- Security concerns relate to the proposed cycle parking

8. Local Groups

8.1 Trumpington Residents Association (TRA) has made a neutral representation to the application on the following grounds:

- The building should be shown in its surrounding context to enable assessment of massing.
- Material details needed to assess appearance of the building
- Objection to cycle parking condition has been lodged on application to discharge 21/02957/COND22.
- Request to be consulted on wayfinding strategy which forms part of hard and soft landscape condition.

In response to further details provided to TRA by Network Rail, the following further comments were provided by TRA:

- Grateful to Network Rail for drawing attention to details in the Design Compliance Statement
- The illustrative designs appear acceptable in the context of Hobson's Park
- Remain concerned about the extensive and intrusive nature of the proposed cycle parking element of the western station building.
- Grateful to the Planning Service for confirming that construction of the station building will not be allowed to start until the application to discharge the external materials condition has been made and approved.

8.2 Cambridge Past, Present and Future has made a neutral representation to the application on the following grounds:

- Interested in the provision of a public toilet to serve Hobson's Park.
- Concerns around light spillage from the station building
- Comments have been provided in relation to cycle parking condition (condition 22)

8.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

9. Planning background

- 9.1 The Transport and Works Act Order was granted by the Secretary of State on 21 December 2022. Enabling works began on site in February 2023.
- 9.2 Conditions relating to public art (20), waste (21) and cycle parking (22) are required to be submitted concurrently with the station design condition. The cycle parking condition (Condition 22) is to be determined by JDCC, and the relevant report can be found elsewhere on this Agenda. The remaining conditions will be dealt with under delegated powers.
- 9.3 Condition 17 requires details of the design of the proposed station building to be submitted, together with a Design Compliance Statement that accords with the Design Principles Document (NR-15-1) and the parameter plans. The reason for the condition is to ensure that the proposed development is satisfactory in terms of its appearance having regard to its prominent location and its intrusion into Hobson's Park and the Green Belt, to enable control to be exercised over these aspects of the development, and to ensure high quality development responding appropriately to its context.
- 9.4 In their report to the Secretary of State, the Planning Inspector noted that the project would give rise to harm to Hobson's Park but that the recommended conditions, including condition 17, would assist in mitigating some of this harm. Any harm caused by the project was considered by the Inspector to be outweighed by the considerable public benefits of the project.
- 9.5 In terms of the station design the Inspector concluded that the project has the potential to relate positively to its setting and establish a high-quality public realm. The Inspector acknowledges that the station building will be the most prominent feature in Hobson's Park and the station design should therefore reflect its parkland setting. The station also needs to consider the context of the eastern side of the station which is within the CBC.

10. Summary of design changes undertaken through the pre-application process

- 10.1 The design of the station building has evolved throughout the pre-application process following on from workshops with the LPA and as a result of feedback from Cambridgeshire Quality Panel and from a member

briefing to JDCC in February 2022. The main areas of change are summarised below:

- 10.2 A key change from the approach shown in the TWAO is the role and purpose of the footbridge at the southern end of the station platforms. The bridge was intended to be a bespoke structure which served all of the platforms. The need for the bridge was reevaluated following the TWAO application and the need for a 'secondary means of escape' is no longer considered necessary. Thus the extent of the bridge across all platforms has been reduced to serving the western and central island platforms. Through pre-application discussions and following feedback from Cambridgeshire Quality Panel, the applicant has worked to customise the finish of the bridge so that it is in keeping with the material palette being used in the rest of the station.
- 10.3 Early iterations of the plans did not make provisions for cycles on the stairs to the overbridge and cycles were expected to rely on the lifts for access to the platforms. In other stations in Cambridge there are high levels of users carrying their bikes on the stairs and there were concerns that this could cause a safety issue. This has now been incorporated into the station design, and the plans include cycle rails to all of the stairs to enable cycles to be wheeled up and down.
- 10.4 Officers and members of Cambridgeshire Quality Panel also raised concerns around the thick profile of the roof of the station building. The applicant is currently exploring a Bull nose detail to help reduce the perception of the profile. This detail will be considered as part of the materials condition.
- 10.5 The eastern and western forecourts have also evolved as part of the pre-application process. This has included changes to the ticket machine locations, decluttering the eastern forecourt, public realm improvements to the western forecourt and consideration of how the station will feed into wider wayfinding strategies. All of these matters will be considered as part of the Hard and Soft Landscape condition (condition 29).

11. Assessment

- 11.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Principle of development
 - Compliance with approved parameter plans and design principles.
 - Visual impact on Hobson's Park and the Green Belt
 - Scale, massing and external appearance.

- Cycle parking
- Third party representations
- Other matters
- Planning balance
- Recommendation

12. Principle of Development

- 12.1 The principle of the station building including its location and the maximum station envelope has already been established through the deemed planning permission and agreed parameter plans. The detailed design of the station also needs to comply with the agreed design principles. A design compliance statement has been submitted with the application which demonstrates how the development complies with the design principles. These elements are considered in more detail below. On this basis, the principle of the development is considered acceptable, subject to the following evaluation.

13. Compliance with approved parameter plans and design principles

- 13.1 The approved parameter plans set a maximum station envelope in terms of footprint and height for the station building. The parameter plans allow for a maximum height of the main station building up to 29.5m AOD or 13.5m. Officers are satisfied that the proposed building falls within these parameters being 27.6m AOD or 11.6m at uppermost curved section of the roof of the main station building.
- 13.2 Officers note that the height of the canopies including the metal walkway/guard rail is at the maximum height permitted (21.6 AOD or 5.6m). However, the height of the actual roof is 1.1m lower than the walkway. The walkway is needed for maintenance and management of the biodiverse roof and PV panels. The length of the canopy in Hobson's Park is 20m shorter than permitted by the maximum station envelope. The width of the canopy is also narrower than permitted being between 4.5m narrower at the southern end and 11m narrower at the northern end closes the station. Officers are satisfied that the proposed canopy elements fall within the parameter plans.
- 13.3 The scheme has been developed in line with a series of Design Principles which are consistent with "Network Rails' Principles of Good Design". The Design Compliance Statement outlines how the development has been designed to comply with the design principles. The design principles are briefly summarised below.

- 13.4 **Identify** The station building is considered to have a strong visual identity. The distinct curved roof design is a high-quality distinct element of design, and the overall building responds to its context. The submitted asymmetric layout demonstrates the two different contexts of Hobson's Park and CBC. The landscape response is an important part of placemaking and responding to the different contexts at either side of the railway tracks.
- 13.5 **Passengers** The submission explains that the footprint and layout of the building has been informed by dynamic modelling to ensure safe and efficient flows of passengers and to ensure that future growth can be accommodated. The landscape approach continues to be a key element of how the design of the building addresses passengers - for example, the eastern forecourt will include blue badge and accessible staff car parking.
- 13.6 **Community** Extensive consultation has been carried out as the scheme has developed. Public art consultants have been engaged and once an artist has been appointed there will be further stakeholder engagement on public art. This is being considered under condition 21 which is being dealt with under delegated powers. Network Rail outlines engagement that took place between community groups as part of the design process and how these were responded to in the table at 8.4.2 of the Design Compliance Statement.
- 13.7 **Inclusive** The station will be fully accessible with level access to the platforms and larger than standards lifts are to be provided which enable mobility scooters to access the platforms. A changing places room and baby change room is to be provided. Help points are provided at key locations in the building. The landscape condition will include other areas where inclusion has been considered such as the provision of blue badge car parking and a wayfinding strategy. The design response to issues raised by different accessibility groups is outlined in the table at 9.5.1 of the Design Compliance Statement.
- 13.8 **Collaborative:** The station design has been developed in collaboration with multiple stakeholder. Regular meetings were conducted and continue with CBC stakeholders. Network Rail has also engaged with and maintains ongoing relationships with local community groups such as Trumpington Residents Association, the Hobson's Conduit Trust and Cambridge Past Present and Future. The Design Compliance Statement at 10.3.2 outlines comments provided by stakeholders and how Network Rail has responded to these as part of the design process. Details of how the design evolved and responded to feedback from Cambridgeshire

Quality Panel and a JDCC members briefing is detailed in section 10 above.

- 13.9 **Connected** The Transport Assessment submitted with the TWAO application found that 95% of users of the station would access it through sustainable methods. 1000 cycle parking spaces are proposed including provision for off-gauge cycle parking, the details of which are controlled under Condition 22. The landscape proposals include taxi drop off spaces and blue badge car parking on the eastern forecourt. The eastern forecourt has been designed to coordinate with various iterations of the CSET scheme as well as AstraZeneca's southern plot proposals. A wayfinding scheme will be approved as part of the landscape condition.
- 13.10 **Contextual** The station building has been designed to respond to the contexts of Hobson's Park and the CBC at either side of the tracks. The biodiverse and sedum roofs combined with the wider palette of materials proposed and the landscaping details are considered to successfully respond to the parkland context west of the station. To the east, the landscape design and public realm details will integrate with the CBC. The development of the landscape design for the station extends the green corridors established in the CBC masterplan by maximising space for planting with visual links provided by trees and planting areas integrated along the stations access routes.
- 13.11 **Innovative** The station roofs and canopies are a distinct design feature as well as having a role in meeting both operational and environmental criteria. The roof of the concourse and cycle storage areas have been designed with a blue roof. This will act as an attenuation tank for rainwater. The rainwater is then pumped into the station and used for the flushing of toilets. The station entrances and design has been tested using dynamic modelling to ensure that the design and layout can cope with forecasted passenger numbers.
- 13.12 **Sustainable** The station is designed to be a high quality, low carbon and environmentally sustainable building. The development is targeting "BREEAM" excellent with maximum credits for water efficiency (Wat01). The station design incorporates the 'Be Lean' principle of energy efficiency within buildings. The roof geometry has been developed to maximise biodiversity and sustainable drainage opportunities, integrate grey water recycling and balance photovoltaic and green and brown roof opportunities. The landscape proposal, exchange land and the green roof will support habitats. The design will ensure that the target of 10% biodiversity net gain is reached (both onsite and off site).

- 13.13 The proposed station building falls within the maximum station envelope permitted by the TWAO. Officers are satisfied that the Design Compliance Statement demonstrates how the station development complies with the Cambridge South Design Principles which were approved as part of the TWAO.

14. Visual impact on Hobson's Park and the Green Belt

- 14.1 The station building will be the most prominent feature in Hobson's Park. Part of the reason for the condition is to ensure that the building has an acceptable visual impact on Hobson's Park and the Green Belt. Section 13 above outlines that the dimensions of the station building are less than the maximum station envelope. In particular the footprint of the canopy with Hobson's Park is shorted and narrower than permitted by the parameter plans. The compact footprint of the building helps to minimise the impact on Hobson's Park and the Green Belt. The flowing curved roof form of the main station building softens the structure and helps provide a transition between Hobson's Park and the CBC. Officers are satisfied that the scale and footprint of the station building would not be overly intrusive on Hobson's Park and the Green Belt.
- 14.2 The palette of materials proposed respond well to the surrounding landscape. The biodiverse roof and weathered steel cladding proposed to the western canopy help to integrate the building in its parkland setting. The main role of the canopy is to provide shelter to the cycle parking and the western platform. However It also plays a role in screening views from the park across to the other platforms and the CBC. Details of the planting mix for the roof to ensure that it ties in with the park will be agreed through the discharge of the landscape condition (condition 29).
- 14.3 The landscape condition (condition 29) will deal with matters such as the finished levels in the park, public realms, planting specifications and wayfinding matters. These details will further help to integrate the station within Hobson's Park.
- 14.4 The visual impact of the station building on Hobson's Park and the Green Belt is considered to be acceptable. Officers are satisfied that the building will sit comfortably within the parkland setting. The materials used integrate well with the landscape in Hobson's Park. Details of levels and public realm which will be secured through the landscape condition will further help integrate with the park.

15. Scale, massing and external appearance

- 15.1 Policies 55, 56, 57 and 59 of the Cambridge Local Plan (2018) seek to ensure that development is of a high quality which responds to its context. The NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 15.2 The station building is of a modest scale relative to the new CBC buildings. The station building will be a transitional form between Hobson's Park and the larger buildings in the CBC. The curved roof form creates a distinctive silhouette. The curved element incorporates a sedum roof while the flatter sections incorporate a biodiverse roof above the cycle parking canopies. Officers note that the roof of the station has a number of functions (being a green and blue roof which also includes solar panels). As a result, the roof needs to have a substantial depth, and this part of the design was discussed in detail as part of the pre-application dialogue. Officers are seeking a bullnose profile to be incorporated into the fascia which will create a shadow line and help the end profile of the roof appear slimmer. It is anticipated that this detail will be confirmed as part of the discharge of the materials condition (condition 18). The green and sedum roofs will sit well in the parkland setting.
- 15.3 As outlined in section 10, the Secondary Means of Escape (SME) Bridge is one of the biggest changes to the scheme since the TWAO decision. The bridge was intended to be a bespoke structure however following on from the TWAO decision the applicant reviewed this element of the proposal and proposed a standard product in the interests of cost savings. Through pre-application discussions, officers have explored the use of materials to ensure that the structure responds appropriately to the main station building. The Urban Design Officer is satisfied with the approach of tailoring a standard product to ensure it is in keeping with the finishes in the wider station. On this basis, this element of the proposal is considered acceptable in urban design terms.
- 15.4 Details of signage on the building are currently being prepared by the Applicant and will be submitted through a further application to discharge condition 17.
- 15.5 The Urban Design and Landscape Officers have reviewed the proposals and are satisfied that the information submitted to discharge condition 17 is acceptable. In reaching this conclusion, regard has been had to the

Design Compliance Statement includes CGIs/visuals which show how the station would sit in its context. Officers are comfortable with this relationship. Some of the more detailed urban design and landscape officer comments (such as those relating to ticket machines and landscape proposals) will be addressed through the submission of details relating to the discharge of condition 29 (Hard and Soft Landscape).

- 15.6 The building is considered to be a high-quality design which respond well to both settings. Whilst there have been some changes to the SME bridge since the TWAO application, officers are satisfied that the relationship of this element with the remainder of the station building is acceptable in urban design terms. Details of signage will need to be submitted and approved through a further application to discharge condition 17. The development is considered compliant with policies 55, 56, 57 and 59 of the Cambridge Local Plan (2018).

16. Cycle parking

- 16.1 The third party representation relating to concerns about the impact of cycle parking on Hobsons Park and security of the cycle stores is noted. These matters will be addressed as part of the report in respect of application ref. 21/02957/COND22 (which relates to details of the number and location of cycle parking spaces, as well as considerations around cycle parking managed). The relevant report which can be found elsewhere on this agenda.
- 16.2 Officers note that there is a crossover between the requirements of the station design condition and the cycle parking condition, given that cycle parking is included within the station building structure, and that the visual impact of the station building is considered under condition 17.
- 16.3 The Inspectors report considers that the cycle parking at the western side of the platform in Hobson's Park when taken together with the station building represents a significant intrusion into Hobson's Park and the loss of Green Belt and that clear evidence that such levels of cycle parking is required is needed to justify the impact. At the time of writing, the inspector had very indicative plans. The cycle parking has been integrated into the overall design of the station building and is wholly contained under the canopy of the western side of the building. The canopy is a key part of the design of the building. It is also integral to meeting BREEAM and providing biodiversity. The western canopy also provides shelter to those who use the western platform of the station.

- 16.4 All of the proposed cycle parking on the western side of the station is integrated into the design of the station and is wholly contained within the station building envelope under the biodiverse canopy. The impact of the canopy is considered above at paragraph 14.1, noting that the canopy falls within the permitted maximum building envelope; That the length and width of the canopy is less than the maximum footprint permitted; and the height of the canopies when taken with the guardrail is in line with the maximum height.
- 16.5 Whilst consideration was given to reducing the reducing the station canopy (and as such the number of cycle parking spaces) to reduce the impact on Hobson's Park, this was not possible due to impact on the design and environmental credentials of the building. Officers acknowledge that the canopy is an important feature of the design and is a uniform length for each platform. Removing a section of the biodiverse roof would result in a loss of screening leading to further views from Hobson's Park across the station towards the station car park and CBC. The canopy of the building is also important for the provision of BNG and achieving BREEAM credits. On the basis that the visual impact of the proposal is considered acceptable, officers do not consider that a reduction in cycle parking through canopy reduction would be warranted.

17. Third party representations

- 17.1 The TRA and CPPF comments have either been addressed by Network Rail or relate to other conditions. The comments from the third-party representation are addressed in the cycle parking element of this report and will be considered within the Cycle Parking Condition Report found elsewhere on this agenda.

Third party comment	Officer response
Concerned about harm to Hobsons Park from cycle parking and intensified use by bikes	See paragraph 18.1
Security concerns as cycle parking in other Cambridge train stations are unsafe and subject to high levels of cycle theft.	Dealt with under condition 22

Table 3 Officer response to third party representations

18. Other matters

- 18.1 **Intensification of cycles using the park** With regard to the public representation relates to cycles; the impact of the proposed cycle parking and increased cycle use on Hobson's Park and the security of cycle parking. Network Rails have confirmed that there will be no cycle signs within the park to discourage cyclists using paths other than the designated cycle path to access the station. The impact of cycles using the park is outside of the scope of this application. Signage around the park will be provided as part of the wayfinding strategy needed to discharge the Hard and Soft Landscape Condition (condition 29) The security of cycle parking is dealt with under condition 22. The visual impact of the cycle parking canopies on Hobson's Park and the Green Belt is addressed in section 14 above.
- 18.2 **Toilets** CPPF has expressed the provision of a public toilet to serve Hobson's Park. This matter was also raised as part of the TWAO application. Network Rail has offered assurances that access to the toilets by non-travelling public will be a condition of the lease to Greater Anglia.
- 18.3 **Lighting** CPPF has highlighted concerns around the impact of light spillage from the station building. Matters relating to lighting will be considered as part of the operational lighting condition (condition 27).
- 18.4 **Materials** Officers note that the Applicant has responded to comments from the TRA in relation to external materials, how the building sits in its context and wayfinding. There elements will be dealt with under separate discharge of condition applications to be dealt with under delegated powers. However, the Urban Design Officer has confirmed that the materials submission is acceptable subject to further consideration of a sample panel on site.
- 18.5 **Hard and Soft Landscape** Draft landscape plans have been submitted with the station design condition for illustrative purposes only. Details of landscaping, car parking layouts, street furniture and wayfinding will be considered as part of the hard and soft landscape condition which is to be determined under delegated powers.
- 18.6 **Sustainability** Sustainability matters are covered by condition 23, 24 and 25 of the deemed planning permission associated with the TWAO. These require that a BREEAM details for pre-assessment, design stage and post construction are submitted to and approved in writing by the LPA. The station is targeting BREEAM excellent with maximum credits for water efficiency (Wat01). The Sustainability Officer is satisfied with the details

submitted to date and condition 23 which relates to the BREEAM pre-assessment has been discharged.

- 18.7 **Biodiversity** The Ecology Officer has attended several of the design meetings. He is satisfied with the design of the green and sedum roofs. Details of the planting mix for the green roof will be agreed as part of the hard and soft landscape condition.
- 18.8 **Public Art** An application has been submitted to partially discharge condition 21 which relates to public art. This has had feedback from the public art officer and Trumpington Residents Association. Network Rail have provided an updated public art strategy in response to these comments. The updated information is with the Public Art Officer for comment. This condition will be dealt with under delegated powers.
- 18.9 **Waste** An application has been submitted to discharge the waste condition (condition 20). At the time of writing this report, comments were awaited from the Councils' 3C Shared Waste Team. This condition will be dealt with under delegated powers.

19. Planning balance

- 19.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 19.2 The station building is considered to be a high-quality design which responds to the local context. The station building has been designed in consultation with a number of stakeholders and has been subject to extensive pre-application development. The details submitted to discharge the station design planning condition demonstrate that the development would comply with the parameter plans and Design Principles approved as part of the TWAO application. Officers are satisfied that impacts of the proposal on green belt and Hobson's Park are acceptable. There are not considered to be any elements of the proposal that are unacceptable.
- 19.3 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the details submitted in support of the discharge of this planning condition are considered acceptable.

20. Recommendation

20.1 Approve and partially discharge condition 17 of 21/02957/TWA.

Background papers:

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

- [Cambridge Local Plan 2018](#)
- [The Network Rail \(Cambridge South Infrastructure Enhancements\) Order 2022 inspectors report](#)



21/02957/COND22 – West Anglia Main Line Land Adjacent to Cambridge Biomedical Campus Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Trumpington

Proposal: Submission of details required by condition 22 (Cycle Parking: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)

Applicant: Network Rail

Presenting officer: Mairead O'Sullivan

Reason presented to committee: Application relates to the details of a project subject to deemed planning permission under a Transport and Works Act Order (TWAO) which was made in December 2022, and which is of wider public interest given third party representations received which are contrary to the officer recommendation.

Member site visit date: n/a

Key issues: 1. Visual impact of cycle parking on Hobson's Park and the Green Belt

2 Security of cycle parking

Recommendation: Approve and discharge planning condition 22 of TWA application reference 21/02957/TWA in part.

Report contents

Document section	Document heading
1	Executive summary
2	Site description and context
3	The proposal
4	Relevant site history
5	Policy
6	Consultations
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8	Local groups / petition
9	Planning background
10	Assessment
11	Principle of development
12	Number and location of stands and their impact on Hobsons Park
13	Cycle stand types, enclosures and security
14	Third party representation
15	Other matters
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17	Recommendation

Table 1 Contents of report

1. Executive summary

- 1.1 The application seeks approval of the details required to discharge condition 22 of the Network Rail (Cambridge South Infrastructure Enhancements) Order. The TWAO application and deemed planning permission which was decided by the Secretary of State in December 2022 relates to a cross boundary scheme which has one permission crossing both Cambridge City and South Cambridgeshire District Council. Condition 22 falls wholly within the Cambridge City Council administrative area.
- 1.2 Condition 22 requires that details of cycle parking for staff and public use are approved by the Local Planning Authority to ensure that there is appropriate provision and to minimise harm to Hobson's Park and the Green Belt.
- 1.3 Three third party objections to the discharge of condition application have been received. The representations are concerns about the impact on Hobsons Park and security of cycle parking.
- 1.4 All of the proposed cycle parking is integrated with the design of the station building and is located within the canopies at either side. The footprint of the station building has been carefully considered and does

not extend to the maximum station envelope permitted by the TWAO. Overall, the proposed cycle parking numbers and their impact on Hobson's Park and the Green Belt are considered to be acceptable.

- 1.5 A variety of racks / stands are proposed at both sides of the station building under the canopies and within secure stores. Over one third of the spaces provided are in secure stores. The remaining spaces are provided with a good level of natural surveillance and will be fully covered by CCTV cameras. The Cycle Parking Management Plan is considered to provide an appropriate level of detail to partially discharge this condition.
- 1.6 Officers recommend that the Joint Development Control Committee (JDCC) approve the application and discharge the condition in part, in accordance with the recommendation as set out in Section 17 of this report.

2. Site description and context

- 2.1 The site lies between Trumpington and Cambridge Biomedical Campus (CBC). The site is generally flat and contains the existing railway line. It is centred around Hobson's Park on the west and a plot between the University of Cambridge Anne McClaren Building and the AstraZeneca site to the east. The Cambridge Guided Busway (GBW) bridge runs adjacent to the northern boundary of the site.
- 2.2 Land use is mostly residential north and west of the site. Hobson's Park is a recreation area that serves the residential area in Trumpington. It includes Hobson's Park Nature Reserve and is wholly within the Green Belt. Hobson's Brook runs close to the western boundary of the site. Further south of Hobson's Park, to the south of Addenbrookes Road there is a Scheduled Monument. Directly to the north of the site, beyond the guided busway bridge is the active recreation area which serves the nearby residential uses.
- 2.3 CBC lies to the east of the site. It is the largest centre of medical research and health science in Europe. It accommodates four hospitals, with two further hospitals planned as well as a number of R & D buildings.
- 2.4 Part of the site is an operational railway. The station will be on a route which is served by services to London Kings Cross and the East Coast Main Line. Thameslink services connect Cambridge to Brighton via Central London.

3. The proposal

3.1 The Network Rail (Cambridge South Infrastructure Enhancements) Order permits Network Rail to construct and operate a new four track station and related track works. The Order also requires exchange land to be provided to compensate for the loss of habitat and public open space within Hobson's Park. The order includes deemed planning permission for the works and this includes 39 conditions. The application seeks approval and partial discharge of cycle parking details which are covered by condition 22 of the deemed planning permission associated with the Transport and Works Act Order (TAWO).

3.2 Condition 22 is worded as follows:

Concurrently with the submission of details in compliance with condition 17, details of the cycle parking for station staff and public use and ongoing management and maintenance shall be submitted to and approved in writing by the local planning authority in consultation with the highway authority. The details shall include:

- (i) the number of cycle parking spaces and where relevant the details of phased installation;
- (ii) the location;
- (iii) the type of stands;
- (iv) the means of enclosure; and
- (v) a Cycle Parking Management Plan.

The Cambridge South station building shall not be brought into operational use until the cycle parking has been installed in accordance with the approved details and shall thereafter be maintained in accordance with the approved Cycle Parking Management Plan.

Reason: Given the potential harm to Hobson's Park and the Green Belt arising from the proposed cycle parking, to ensure that no more cycle spaces than necessary are installed within Hobson's Park, and to ensure appropriate provision of cycle parking and related secure storage, in accordance with Cambridge Local Plan Policy 82.

3.3 The application to discharge this planning condition is supported by the following information:

- Cycle parking management plan
- Design compliance statement
- Plans, elevations and sections
- CCTV coverage plans (sensitive document due to security concerns)

- 3.4 The details provided with this application demonstrate that 1,056 cycle parking spaces will be provided; 472 spaces at the east and 528 at the west side of the station. All of the cycle parking is integrated into the design of the building and is located under biodiverse canopies at either side of the station. The majority of the spaces are provided under the open canopy. There is also a shelter at either side of the station which provides some secure cycle parking. A range of different cycle parking bay types are proposed. 24% of the total spaces are Sheffield Stands and 7% of spaces are enlarged bays which are suitable for non-standard bikes such as cargo bikes. Staff cycle parking is provided within a secure enclosure on the eastern side of the station. Bicycle repair hubs are proposed at either side of the station under the canopies. Electric charging points for cycles are included in the secure enclosures.
- 3.5 The submitted cycle management plan outlines the key security and management measures for cycle parking at the station. CCTV cone plans have been provided which demonstrate that the cycle parking areas on both sides of the station will be covered. Due to security concerns these plans are not publicly available.
- 3.6 An application to discharge condition 17, which relates to the detailed design of the station is also being referred to JDCC for determination, the report for which can be found elsewhere on this Agenda.

4. Relevant site history

Reference	Description	Outcome
21/02957/TWA	Construction and operation of a new two storey, four platform station on the West Anglia Main adjacent to the Cambridge Biomedical Campus, and associated works to the rail infrastructure	21/02957/TWA Granted on 21/12/2022
21/02957/COND5	Submission of details required by condition 5 (Phasing Plan) of Transport and Works Act Order 21/02957/TWA	Granted 03/03/2023
21/02957/COND6	Submission of details required by condition 6 (Preliminary contamination assessment) of Transport and Works Act Order 21/02957/TWA	Granted 08/03/2023
21/02957/COND7	Submission of details required by condition 7 (Site investigation report and remediation	Granted 08/03/2023

Reference	Description	Outcome
	strategy) of Transport and Works Act Order 21/02957/TWA	
21/02957/COND10	Submission of details required by condition 10 (Code of Construction Practice) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Granted 19/04/2023
21/02957/COND11	Submission of details required by condition 11 (Archaeology) of Transport and Works Act Order 21/02957/TWA	Withdrawn
21/02957/COND12	Submission of details required by condition 12 (Construction Ecological Method Statement) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND12A	Submission of details required for discharge of condition 12 (Construction Ecological Method Statement) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 01/06/2023
21/02957/COND14	Submission of details required by condition 14 (Construction Surface Water Drainage Strategy) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND17	Submission of details required by condition 17 (Detailed design approval: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning	Pending determination

Reference	Description	Outcome
	Authority Reference 21/02957/TWA)	
21/02957/COND18	Submission of details required by condition 18 (External materials) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/02957/COND18A	Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND20	Submission of details required by partial discharge of condition 20 (Public Art: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Transport and Works Order 21/02957/TWA	Pending determination
21/02957/COND21	Submission of details required by condition 21 (Waste: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Pending determination
21/02957/COND23	Submission of details required by condition 23 (BREEAM pre-assessment) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 15/06/2023
21/02957/COND26E	Submission of details required by condition 26 part C (Detailed design: Railway Systems Compound) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023

Reference	Description	Outcome
21/02957/COND26C	Submission of details required by condition 26 part E (Detailed design: Any other building/structure) of Transport and Works Act Order 21/02957/TWA	Granted 11/04/2023
21/02957/COND28	Submission of details required by condition 28 (Soil Management Plan) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Granted 19/04/2023
21/02957/COND28A	Submission of details required by condition 28 (Soil Management Plan) of planning permission 21/02957/TWA	Pending determination
21/02957/COND29	Submission of details required for partial discharge of condition 29 (Hard and Soft Landscape - Guided busway crossing) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Granted 24/05/2023
21/02957/COND34	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) of Transport and Works Order 21/02957/TWA	Granted 10/03/2023
21/02957/COND34A	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) for phase 2 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements)	Granted 02/06/2023

Reference	Description	Outcome
	Order 2022 (Local Planning Authority Reference 21/02957/TWA)	
21/02957/COND34B	Submission of details required by condition 34 (arboricultural method statement and tree protection) for phases 3- 6 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Pending determination

Table 2 Relevant site history

5. Policy

5.1 National policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Equalities Act 2010

5.2 Cambridge Local Plan (2018)

Policy 4: The Cambridge Green Belt

Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change

Policy 18: Southern Fringe Areas of Major Change

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Policy 82: Parking management

5.3 Other Guidance

Cycle Parking Guide for New Residential Developments

6. Consultations

Urban Design

- 6.1 No objection. Detailed comments in respect of cycle parking were provided by the Urban Design Officer as part of their response to the station design condition. Their comments can be summarised as follows:
- 6.2 1000 cycle parking spaces are proposed split equally between east and west sides. Covered cycle storage areas provide a range of cycle stands including spaces for non-standard cycles. Plans needed to be updated to include maintenance stands referenced in the Design Compliance Statement. The overall approach to cycle parking is considered acceptable in design terms.

Highway Authority

- 6.3 As the Planning Authority is the parking authority from the perspective of the Highway Authority Condition 22 may be discharged

Cambridgeshire Quality Panel

- 6.4 Comments from 28 February 2023 prior to submission of application. The panel did not raise any specific concerns in relation to cycle parking. There were comments around ensure cycles can move around the station.

7. Third party representations

- 7.1 1 representation has been received against the discharge of condition 17 raising specific concerns relating to cycle parking. It is therefore considered appropriate that these concerns are considered as part of the assessment of this application.
- 7.2 The objection has raised the following issues:
- Concerned about harm to Hobsons Park from cycle parking and intensified use by bikes
 - Security concerns as cycle parking in other Cambridge train stations are unsafe and subject to high levels of cycle theft.

8. Local Groups / Petition

- 8.1 Trumpington Residents Association (TRA) has made a representation in objection to the application on the following grounds:

- The number of cycle parking spaces on the western side of the station within Hobson's Park should be reduced in line with the Inspector's comments.
- Request that the number of cycle spaces on the western side is reduced from 500 to 300 spaces
- Request that the number of spaces provided on the eastern side is increased above 500 as there will likely be more demand on the western side from CBC staff
- Request that some standard cycle racks are used as these are less visually intrusive on the park than two tier racks

8.2 Network Rail provided a response to the TRA comment which the TRA have provided the following further comments:

- Wish to maintain objection and highlight the specific wording in the Inspectors report in relation to cycle parking numbers in Hobson's Park.
- Not sympathetic with NR argument that there isn't enough space on the eastern side of the station. The western side of the site is in the Green Belt so is most sensitive.
- Request that a higher proportion of cycle parking is provided in secure enclosures given cycle theft issues in Cambridge

8.3 Cambridge Past, Present and Future (CPPF) has made a representation in objection to the application on the following grounds:

- Support the TRA objection
- The condition seeks to minimise harm to Hobson's Park/the Green Belt and is a response to the Inspectors view that there is an oversupply of cycle spaces. Network Rail have not justified a departure from the Inspectors decision.
- Support the TRA suggestion of a reduction from 500 to 300 spaces on the western side of the station and an increase to the number of spaces on the east of the station.

8.4 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

9. Planning Background

9.1 The Transport and Works Act Order (TWAO) was granted by the secretary of state on 21 December 2022. Enabling works began on site in February 2023.

9.2 The station design, including the details of the cycle parking, has been subject to extensive pre-application discussions. This included a series of workshops covering a range of different elements relating to the station design. The scheme has been presented to Cambridgeshire Quality Panel. Network Rail provided a developer briefing to Joint Development Control Committee. The proposal has been presented to the Access Officer.

10. Assessment

10.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:

- Principle of development
- Design, layout, scale and landscaping
- Cycle parking
- Third party representations
- Other matters
- Planning balance
- Recommendation

11. Principle of Development

11.1 The principle of the station building including its maximum envelope has been set by the parameter plans which are approved as part of the deemed planning permission. The detailed design of the station needs to comply with the parameter plans as well as the agreed design principles. Condition 22 requires that details of cycle parking are approved by the Local Planning Authority in consultation with the Highway Authority to ensure that there is appropriate provision and to minimise harm to Hobson's Park and the Green Belt.

12. Number and location of stands and their impact on Hobsons Park

12.1 Policies 55, 56, 57 and 59 of the Cambridge Local Plan (2018) seek to ensure that development is of a high quality which responds to its context. The NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

12.2 Policy 82 of the Cambridge Local Plan (2018) requires development to comply with the parking standards set out in Appendix L of the plan.

Appendix L states that cycle parking for non-residential development should reflect the design and dimensions of the Cambridge City Council's Cycle Parking Guide for New Residential Developments document, include parking for employees and be as close as is practical to staff entrances. Appendix L includes a number of different use types and levels of cycle parking expected for each use type however train station or transport interchange is not an identified use.

- 12.3 The application is proposing 1,056 cycle parking spaces. 472 spaces are proposed at the east and 528 to the west. Cycle parking has been integrated into the design of the station and all of the cycle parking is contained under the biodiverse canopies at both sides of the station. There is covered access between all bicycle parking bays and the station gate lines. On the western side of the station cycle parking is located adjacent to platform 4 and to the south of the station entrance. It is clearly legible when approached from the cycle path and should reduce the potential for conflict with pedestrians accessing and exiting the station.
- 12.4 On the eastern side of the station cycle parking is proposed under the biodiverse canopy in the northern part of the forecourt adjacent to the retaining wall of the Guided Busway Bridge. This allows for space to the south for pedestrians and taxi users to access the station without conflict with cyclists. Both locations are legible and in close proximity to the station entrances.
- 12.5 The Transport Assessment submitted with the TWAO predicts that by 2031 there would be 1,565 cycle trips per day (782 two-way trips). On this basis there would be a surplus of approximately 200 surplus cycle parking spaces. The number of cycle parking spaces to be provided was agreed with Cambridgeshire County Council in recognition of the high levels of cycling in Cambridge. The Inspector agreed with this approach, and that it would seem reasonable that a higher proportion of those travelling to and from the west are more likely to leave their cycle at the Station by comparison with those travelling to and from the east where they are more likely to leave their cycles at their destination. In granting the deemed planning permission the Inspector accepted the levels of cycle parking proposed and did not specifically require a reduction in overall cycle parking numbers but left it open that a phased approach to delivery could be considered to provide some initial cycle parking but allowing space for future expansion.
- 12.6 The Inspector considered that the cycle parking at the western side of the platform in Hobson's Park when taken together with the station building represents a significant intrusion into Hobson's Park and the loss of Green

Belt and that clear evidence that such levels of cycle parking is required is needed to justify the impact. Officers are satisfied that the justification for the levels of cycle parking has been appropriately demonstrated and justified appropriately through the TA, which was endorsed by the County Council.

- 12.7 In terms of the issue of potential intrusion into Hobson's Park and loss of Green Belt the overall scale and massing 'envelope' of the station building was assessed and fixed as part of the TWAO and deemed planning permission process. The impact of the station building and its design is considered under condition 17 (21/02957/COND17) which is being considered by JDCC with an officer recommendation of approval. Officers note that the overall scale of the station is less than the maximum envelope permitted by the parameter plans and all of the cycle parking is contained within the canopies.
- 12.8 Given that majority of the cycle parking is to be accommodated within the station canopies, officers are of the view that there will be no additional harm in terms of visual intrusion, beyond those impacts which were considered and assessed by the Inspector as part of the TWAO process.
- 12.9 The TRA and CPPF have requested that there is a reduction in the number of spaces provided in Hobson's Park from 500 to 300 spaces. The proposed cycle parking in Hobsons' Park is integrated into the design of the station building and will be wholly contained beneath the biodiverse canopy. Reducing the number of cycle stands in Hobsons Park would not have any significant benefit in terms of impact on the Park, and would lead to non-utilised space under the canopy. Officers therefore consider that a phased approach to the provision of cycle parking is not warranted or appropriate.
- 12.10 Notwithstanding the above position, Network Rail considered a reduction in cycle parking provision (correspondence dated 31 July), and set out the reasons why a phased approach would not be possible. This includes impact on the design and environmental credentials of the building. The response notes that the canopy is an important feature of the design and is a uniform length for each platform. Removing a section of the biodiverse roof would result in a loss of screening leading to further views from Hobson's Park across the station towards the station car park and CBC. The canopy of the building is also important for the provision of BNG and achieving BREEAM credits.
- 12.11 TRA have suggested providing more cycle parking on the eastern side of the station. The Transport Assessment submitted as part of the TWAO

application highlighted that a higher proportion of cyclists travelling west would leave their bicycles at the station as those travelling east are more likely to leave their bicycle at their destination. The eastern forecourt is also highly constrained as it needs to provide vehicular access, blue badge car parking and a taxi drop off area. There is no scope for any significant further cycle parking to be provided on the eastern side of the station.

- 12.12 All of the cycle parking is integrated with the design of the building and is located within the biodiverse canopies at either side of the station. The primary concern is the impact of cycle parking on Hobson's Park. Although a reduction in the number of spaces from TWAO stage is not proposed, the footprint of the station building has been carefully considered and does not extend to the maximum station envelope permitted by the TWAO. Only providing 300 spaces on the western side of the platform and leaving empty space under the canopy would not be of any significant benefit to Hobson's Park or the Green Belt and may result in further impacts to the park should additional stands need to be added to cater for demand in future.
- 12.13 Overall, the proposed cycle parking numbers and their impact on Hobson's Park and the Green Belt are considered to be acceptable. The proposals are considered compliant with policies 55, 56, 57, 59 and 82 of the Cambridge Local Plan (2018).

13. Cycle stand types, enclosures and security

- 13.1 A range of different cycle parking options are proposed at both sides of the stations. The majority of spaces are under the open canopy (66%), but a secure enclosure is also provided at each side. The enclosures are to be surrounded by a weathered steel fence are shown to have a sliding door to access. This door will have security measures such as a fob, key or code. These measures have not yet been finalised by the station operator. Once the security measures for the secure stores have been finalised, an updated management plan will be submitted for approval by the local planning authority to cover the final security measures proposed.
- 13.2 To make the best use of space most of the spaces are in two tier racks. Although there is a preference for Sheffield Stands, Appendix L of the Local Plan states that two tier racks will be considered on a case-by-case basis for non-residential and large student developments. A minimum of 20% of the cycle parking spaces required should be Sheffield stands for less able users and those with non-standard cycles. The standard bay spaces make up almost a quarter of the overall spaces at the station and

these would be Sheffield Stands with tapping bars. Enlarged/inclusive cycle parking spaces are provided at each side of the station nearest the entrances. There are three different types of enlarged bays to provide options for different users. Enlarged bay type 1 is a large bay of 3m length with a half-height Sheffield Stand and floor anchors. Enlarged bay type 2 is also 3m in length and includes a Sheffield Stand with tap rail. Enlarged bay type 3 is 2.5m in length and similar to bay type 1 includes a half height stand and 4 floor anchors (2 per space). 7% of the total number of stands would be enlarged/inclusive bays. Details of the total number of spaces, the type of spaces and whether they are within the open canopy or secure shelters are included in table 3 below. The breakdown of cycle stand types is considered acceptable and compliant with Appendix L of the Cambridge Local Plan (2018).

Space type	Open	Secure	Total	Percentage
Two tier spaces	504	224	728	69
Enlarged/inclusive spaces	54	16	70	7
Standard bays	142	116	258	24
Total	700	356	1,056	100
Percentage	66	34	-	-

Table 3 Total number of cycle parking spaces (for the station as a whole) by size and location (open canopy or secure)

13.3 On the eastern side of the station cycle parking is proposed under the biodiverse canopy in the northern part of the forecourt adjacent to the embankment of the Guided Busway Bridge. A total of 472 spaces are proposed; 24% of these would be either Sheffield stands or enlarged bays. The two tier cycle parking is located adjacent to the retaining wall. The Sheffield stands are located south still within the canopy. The enlarged bays are located nearest the station entrance. The secure cycle parking is located at the eastern end of the forecourt. This contains a mixture of two tier, enlarged and standard bays. Electric charging points will be provided for the enlarged bays. Table 4 includes the breakdown of the different space types and whether they are within the open canopy or secure store.

Space type	Open	Secure	Total	Percentage
Two tier spaces	264	96	360	76
Enlarged/inclusive spaces	22	4	26	6
Standard bays	56	86	86	18
Total	342	130	472	100
Percentage	72	28	-	-

Table 4 Cycle space numbers and types on the eastern side of the station

- 13.4 On the western side of the station cycle parking is located underneath the biodiverse canopy adjacent to platform 4 and to the south of the station entrance. 528 spaces are proposed on the western side. This is slightly more than on the eastern side and in line with the Transport Assessment submitted as part of the TWA0 which forecasts a higher proportion of those travelling to and from the west are more likely to leave their cycle at the Station by comparison with those travelling to and from the east where they are more likely to leave their cycles at their destination.
- 13.5 The two tier racks are located against the fence that separates the cycle parking area and the station platform. This is considered best use of space and is helps minimise the visual impact on Hobson's Park. 30% of spaces on the western side of the station are either Sheffield Stands or enlarged bays. These are located towards the outer part of the canopy with the enlarged bays being closes to the entrance to the station. The secure cycle parking is located at the southern end of the canopy and includes a mix of cycle stands with charging points for the enlarged bays.
- 13.6 TRA request that a higher proportion of Sheffield Stands are provided to minimise the visual impact on Hobson's Park. The use of two tier racks allows for a higher level of cycle parking provision using a smaller amount of space which makes best use of the space in Hobson's Park. The two tier racks are set back against the platform and are not considered to be visually obtrusive. The levels of two tier cycle parking are compliant with Appendix L of the Local Plan. All of the cycle parking is provided under the biodiverse canopy. As noted previously, the footprint of the canopy on the western side of the station is less than the maximum building envelope permitted by the approved parameter plans.

13.7 Table 5 includes the breakdown of the different space types and whether they are within the open canopy or secure store.

Space type	Open	Secure	Total	Percentage
Two tier spaces	240	128	369	70
Enlarged/inclusive spaces	32	12	44	8
Standard bays	86	30	116	22
Total	358	170	528	100
Percentage	68	32	-	-

Table 5 Cycle space numbers and types on the western side of the station

13.8 Staff cycle parking is provided at the eastern side of the station within the maintenance area. Four enlarged space and four standard spaces are to be provided within the secure and enclosed maintenance area. The maintenance area can be accessed from the front of the station and has access through to the staff area. This arrangement is considered acceptable.

Space type	Number of spaces
Enlarged/inclusive spaces	4
Standard bays	4
Total	8

Table 6 Staff cycle parking details

13.9 To demonstrate that the cycle stores are covered by CCTV cameras, cone plans have been submitted showing that all spaces in both cycle stores are covered by cameras. These plans are considered sensitive for security reasons and are not available on the public register. However, officers have reviewed this information and are satisfied with the level of detail provided. The management plan confirms that the public will be able

to access the CCTV footage of required events by contacting the station operator (Greater Anglia).

13.10 TRA has requested that a higher proportion of cycle parking is provided within the secure enclosures. There is no policy requirement which sets out the level of cycle parking which should be secure and should be open for this use type. 34% of cycle parking will be in secure stores and this includes two tier, standard and enlarged bays with some electric charging points. The remaining cycle parking will be under the open canopy. The cycle parking facilities have been located in areas that enable passive surveillance by the station staff. The areas in the open canopy are all covered by CCTV cameras which will be supervised from the station building. Extending the secure store in Hobson’s Park would result in an increased visual impact on the park. Overall officers consider that the balance of secure to open cycle parking is acceptable, noting that the open cycle parking has a good deal of natural surveillance as well as CCTV coverage.

13.11 A variety of racks / stands are proposed at both sides of the station under the biodiverse canopies and within secure stores. These will cater for a range of different users. The breakdown of stand types is considered acceptable. Over one third of the spaces provided are in secure stores with the remainder of spaces provided under the open canopies. Overall, the balance of secure to open cycle parking is considered to be acceptable given the open cycle parking has a good deal of natural surveillance as well as CCTV coverage. The Cycle Parking Management Plan is considered suitable as a high level document to partially discharge the condition. The proposals are considered compliant with policies 55, 56, 57, 59 and 82 and Appendix L of the Cambridge Local Plan (2018).

14. Third Party Representations

15.1 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

Third party comment	Officer response
Concerned about harm to Hobsons Park from cycle parking and intensified use by bikes	The impact of intensified bicycle use of the park cannot be considered as part of this application. Details of signage to discourage cycles using paths other than the designated cycle access will be dealt with through a wayfinding strategy as part of the Hard and Soft Landscape condition (condition 29)

Third party comment	Officer response
Security concerns as cycle parking in other Cambridge train stations are unsafe and subject to high levels of cycle theft.	Over one third of the spaces provided are in secure stores with the remainder of spaces provided under the open canopies. Overall, the balance of secure to open cycle parking is considered to be acceptable given the open cycle parking has a good deal of natural surveillance as well as CCTV coverage. See paragraphs 13.9 & 13.10.
The number of cycle parking spaces on the western side of the station within Hobson's Park should be reduced in line with the Inspector's comments.	Although the full number of cycle parking spaces are being proposed, the overall footprint of the cycle parking within Hobson's Park is less than the maximum building envelope permitted by the parameter plans. The impact of cycle parking spaces on Hobson's Park is considered acceptable. See paragraphs 12.6-12.10 & 12.12
Request that the number of cycle spaces on the western side is reduced from 500 to 300 spaces	Cycle parking in Hobsons' Park is integrated into the design of the building and is contained beneath the biodiverse canopy. Providing a reduced number of spaces and under utilisation of the whole of the canopy is not considered to be of benefit in terms of impact on Hobson's Park. Providing less than 500 space may also lead to future works being needed to provide additional spaces in future. See paragraphs 12.9 & 12.10
Request that the number of spaces provided on the eastern side is increased above 500 as there will likely be more demand on the western side from CBC staff	The eastern forecourt is highly constrained as it needs to provide vehicular access, blue badge car parking and a taxi drop off area. A higher proportion of cyclists travelling west are expected to leave their bicycles at the station as those travelling east are more likely to leave their bicycle at their destination. See paragraph 12.11
Request that some standard cycle racks are used as these are less visually intrusive on the park than two tier racks	The two tier racks are set back within the canopy and are not considered to be significantly visually obtrusive as these are set back against the fence. The two tier racks make better use of space and a reduction in the number of two tier racks is not considered necessary. See paragraph 12.6

Third party comment	Officer response
Request that a higher proportion of cycle parking is provided in secure enclosures given cycle theft issues in Cambridge	Over one third of the spaces provided are in secure stores with the remainder of spaces provided under the open canopies. Overall, the balance of secure to open cycle parking is considered to be acceptable given the open cycle parking has a good deal of natural surveillance as well as CCTV coverage. See paragraphs 13.9 & 13.10
The condition seeks to minimise harm to Hobson's Park/the Green Belt and is a response to the Inspectors view that there is an oversupply of cycle spaces. Network Rail have not justified a departure from the Inspectors decision.	Although the full number of cycle parking spaces are being proposed, the overall footprint of the cycle parking within Hobson's Park is less than the maximum building envelope permitted by the parameter plans. The impact of cycle parking spaces on Hobson's Park is considered acceptable. See paragraphs 12.6-13.10 & 12.12

Table 7 Officer response to third party representations

15. Other matters

- 15.1 **Station Design** The impact of the station building and its design is considered under condition 17 (21/02957/COND17), the report for which can be found elsewhere on this Agenda.
Hard and Soft Landscape
- 15.2 **Landscape** The layout of the forecourts, level heights and wayfinding strategy will be considered as part of the Hard and Soft Landscape condition (condition 29). Draft landscape plans have been provided as part of the application to discharge condition 17 for illustrative purposes only. An application to discharge condition 29 is expected in August 2023. This will be dealt with under delegated powers.
- 15.3 **Materials** Details of the materials and finished of the cycle stands and enclosures will be considered under condition 18 (materials).

16. Planning balance

- 16.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

- 16.2 Officers are satisfied that the level of cycle parking to be provided is justified and that this would not have a significant additional impact in terms of intrusion into Hobson's Park and loss of Green Belt to warrant the refusal of this discharge of condition application on these grounds.
- 16.3 The details provide for proposes over 1,000 cycle parking spaces with a variety of racks / stands. Over 1/3 of these will be provided in secure stores and the remaining spaces in the open canopy are covered by CCTV cameras and a good level of natural surveillance. The envelope of the cycle parking areas complies with the parameter plans approved as part of the TWAO application. Although the full number of cycle parking number are being provided, the cycle parking area is less than the maximum approved envelope approved within Hobson's Park.
- 16.4 Having considered the details submitted, officers are satisfied that the details submitted fulfil the requirements of this planning condition. There are not considered to be any elements of the proposal that are unacceptable.
- 16.5 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

17. Recommendation

- 17.1 Approve and partially discharge planning condition 22 of 21/02957/TWA

Background papers:

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

- [Cambridge Local Plan 2018](#)
- [The Network Rail \(Cambridge South Infrastructure Enhancements\) Order 2022 inspectors report](#)