



Joint Development Control Committee

Date: Wednesday, 17 July 2024

Time: 10.00 am

Venue: Council Chamber, South Cambs - South Cambridgeshire Hall, Cambourne, CB 23 6EA

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

Agenda

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 8)

Application

- 4 21/02957/COND27 - West Anglia Main Line, Land Adjacent To Cambridge Biomedical Campus (PAGES 9 - 24)
Proposal: Submission of details required by condition 27 (Lighting Scheme) 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, Baigent, Flaubert, Porrer, Smart and Thornburrow, Alternates: Gilderdale, Lokhmotova, Nestor and Young

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

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JOINT DEVELOPMENT CONTROL COMMITTEE

19 June 2024
10.00 - 11.50 am

Present: Councillors S. Smith, Bradnam, Baigent, Porrer, Smart, Cahn, Fane, Garvie, Hawkins and R.Williams

Officers Present:

Strategic Sites Manager: Philippa Kelly
Principal Planner, Strategic Sites: Mairead O’Sullivan
Legal Adviser: Keith Barber
Committee Manager: James Goddard
Meeting Producer: Chris Connor

Other Officers Present:

Senior Planner: Charlotte Peet

Developer Representatives:

In person:

Brockton Everlast (prospective applicants): Richard Selby
Stanton Williams (Architects): Gavin Henderson
Brockton Everlast: Richard Berry
Brockton Everlast): Vesna Bostandzic
Stanton Williams: Eleni Makri

On line

Representatives from SWECO (Sustainability), Marengo (Communications), SLR (Transport), GP+B and The Landscape Partnership (Landscape and Landscape & Visual Assessment) and The Townscape Consultancy (Townscape)

FOR THE INFORMATION OF THE COUNCIL

24/20/JDCC Election of Chair and Vice-Chair for Municipal Year 2024/25

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

Councillor Smart proposed, and Councillor Bradnam seconded, the nomination of Councillor S Smith as Chair.

Resolved (by 9 votes to 0 with 1 abstention) that Councillor S Smith be elected as Chair for the ensuing year.

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

Councillor Hawkins proposed, and Councillor Garvie seconded, the nomination of Councillor Bradnam as Vice-Chair.

Resolved (by 8 votes to 0 with 2 abstentions) that Councillor that Councillor Bradnam be elected as Vice-Chair for the ensuing year.

24/21/JDCC Apologies

Apologies were received from City Councillor Thornburrow and SCDC Councillor Stobart, (Councillor Garvie attended as his Alternate).

24/22/JDCC Declarations of Interest

| Item | Councillor | Interest |
|-------------|-------------------|---|
| All | Baigent | Personal: Member of Cambridge Cycling Campaign. |
| 24/24/JDCC | Bradnam | Personal: Received a briefing on Trinity Hall Farm Industrial Estate as a member of Milton Parish Council. Discretion unfettered. |

24/23/JDCC Minutes

The minutes of the meetings held on 20 March and 17 April 2024 were approved as a correct record and signed by the Chair, subject to the following amendment to point 17.6 in 24/11/JDCC (20 March [P5]): Windows at of habitable rooms.

24/24/JDCC Trinity Hall Farm Industrial Estate, Nuffield Road, Cambridge

The Committee received a presentation from Brockton Everlast, and Stanton Williams representatives.

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. The A3 building appeared to be six storeys in height from the bus way and yet four storeys from the community garden. Was the building stepped down?
2. The A4 building was four storeys and replaced a one storey building. Queried the impact on residential properties in Milton Road?
3. Queried how to mitigate putting large/high office buildings near lower (height) residents' homes?
4. Requested details on how grey and rainwater would be collected. How would water be used once collected?
5. Who would be responsible for grey water recycling maintenance costs?
6. What regulations were in place regarding the grey water recycling scheme?
7. Requested water use comparison details between existing site the proposed one.
8. Requested details on the justification for allocation of car spaces, cycle parking and how provision would be split between 'standard' bikes and 'cargo' bikes etc. Highlighted the need for a large number of cargo bike parking.
9. Most sites in the area had lot of onsite car parking. If provision was reduced in this application, what would be the impact on traffic and parking in the local area to the development? Requested details on trip budget.
10. Concern over risk of displacement parking as people would park in the local area to access the development. How would this be monitored and mitigate overspill issues in the local area?
11. Was a Travel Plan in place to measure multi-modal travel and its impact on the local area?
12. How could the car park be repurposed if spaces were not needed in future? Would planning permission be needed for change of use?

13. Requested details on choices for colour palette, building design/massing and whether green walls could be used or not.
14. Queried if low carbon concrete/construction would be used? Requested details on choices for building materials.
15. Were there any proposals for a community space on the development that local residents could use?
16. Would a café or publicly accessible toilet be included in the design to integrate the community into the development?
17. Would a changing places room (WC) be provided?
18. Requested space be provided for child minding as there will be a demand.
19. Requested details on sustainability measures included in the design (such as photovoltaic panels). Would there be any opportunities for passive cooling of the building?
20. Was any housing included in the development?
21. Queried what would be included in the 50% of the site being landscaped figure? Did this include the roof terraces and hard surfaces?
22. Does the application meet Northeast Area Action Plan policies?
23. Building life – had the developer got current and future possession rights?
24. Would an apprentice scheme be offered to local residents, specifically those in King's Hedges?
25. Suggest that the applicant use plain English when referring to application documents.

24/25/JDCC Planning Appeals update 01 June 2024

The Strategic Sites Manager advised the report contained a typographical error. Paragraph 3.10 on agenda P23 should refer to “19 October 2023” not “19 October 203”.

The Committee noted the Officer’s report.

The meeting ended at 11.50 am

CHAIR

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21/02957/COND27 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 27 (Lighting Scheme) 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, Principal Planner, Strategic Sites

Reason presented to committee: Third party representations contrary to the officer recommendation.

Member site visit date: N/A

Key issues:

1. Compliance with approved parameter plans and Design Principles
2. Compliance with the requirements of condition 27
3. Responding to local context and the impact on Hobson's Park and the Green Belt

Recommendation: Approve and discharge condition 21/02957/COND27 (Lighting scheme) in part

Report contents

| Document section | Document heading |
|------------------|--|
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Table 1 Contents of report

1. Executive summary

- 1.1 The application seeks to discharge condition 27 of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order. The Transport and Works Act Order (TWAO) was granted in December 2022 with a deemed planning consent which included 39 conditions. Condition 27 controls the detailed lighting scheme for Cambridge South Station. The lighting scheme only relates to works within Cambridge City Council administrative area.
- 1.2 The lighting scheme covers Hobson's Park and follows on from the approval of the detailed landscaping scheme for the park, which was approved by the Joint Development Control Committee in March 2024. The lighting scheme is supported by consultees including Environmental Health and Ecology. The application has been subject to pre-application advice.
- 1.3 A third party representation from CamCycle has been received in objection to the lighting scheme. Camcycle consider that street lighting should be used instead of solar studs. They also raise concerns about the placement of and distance between the solar studs.

- 1.4 During the course of the application, amended plans were submitted to reduce the interval spacing of the studs, and move them to either side of the cycle way element of the shared path. The 14m spacing between studs was selected as this aligns with what is currently on the existing nearby cycle way NC11. The placement of the studs at either side of the path helps to guide cycles along the route. The use of solar studs rather than street lighting is considered positive given the sensitive ecological nature of Hobson Park.
- 1.5 Both Cambridge Past Present and Future and the Trumpington Residents Association have reviewed the proposals and have no comments to make on the discharge of the lighting condition.
- 1.6 The details submitted comply with the Cambridge South Station Design Principles (NR-15-1 dated March 2022) in accordance with condition 3 of the deemed planning permission association with the TWAO.
- 1.7 Officers recommend that the Joint Development Control Committee approve and partially discharge conditions 21/02957/COND27.

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. The new train station 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 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 To the west of Hobson's Park is Clay Farm and Trumpington Meadows. The CBC lies to the east. 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 research and development buildings.

- 2.4 Since the TWAO was approved, Hobson's Park has been assessed against the City Wildlife Site criteria for breeding birds and the County Wildlife Site Panel has approved the designation. This is a non-statutory designation but recognises the sites value since its creation and means it is a material consideration in relation to planning.

3. The proposal

- 3.1 The Network Rail (Cambridge South Infrastructure Enhancements) Order (the Order) was issued on 21 December 2022. It 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.
- 3.2 The Order was accompanied by deemed planning permission for the works subject to planning conditions. The application seeks approval of the lighting scheme to fully discharge condition 27 of the deemed planning permission. Condition 27 is worded as follows:

Lighting Scheme

No permanent artificial lighting shall be installed until a detailed artificial lighting scheme including a plan showing lux levels has been submitted to and approved in writing by the local planning authority. The lighting scheme shall meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light - GN01/21' (2021) or as superseded.

The development shall be carried out and thereafter maintained in accordance with the approved details.

Reason: in the interests of residential amenity and to safeguard biodiversity, in accordance with Cambridge Local Plan policy 34.

- 3.3 The application is supported by the following information:
- Operational lighting plan
 - External lighting layout for the station area
 - General arrangement plan showing locations of solar studs for the shared path through Hobson's Park
 - Covering letter
- 3.4 The proposal is for external lighting to the station area (including station approaches, concourse and platforms both east and west sides) and the

shared path through Hobson’s Park. The proposed lighting to the station area includes pole-, column-, bracket- and surface-mounted lighting. Solar studs are proposed on the shared path.

3.5 The application has been amended twice to address comments from CamCycle. The amendments included reducing the interval spacing of the studs from 20 metres to 14 metres and moving them to either side of the cycle track on the segregated path across Hobson Park. The 14m spacing was selected as this aligns with what is currently on the existing nearby cycle way NC11. Further consultations have been carried out as appropriate.

4. Relevant site history

| Reference | Description | Outcome |
|-------------------------------------|---|-----------------------|
| 21/02957/TWA & 21/03035/TWA | The Network Rail (Cambridge South Infrastructure Enhancements) Order and deemed planning consent for 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 | Granted on 21/12/2022 |
| 21/02957/COND5 & 21/03035/COND5 | Submission of details required by condition 5 (Phasing Plan) of Transport and Works Act Order 21/02957/TWA | Approved 03/03/2023 |
| 21/02957/COND6 & 21/03035/COND6 | Submission of details required by condition 6 (Preliminary contamination assessment) of Transport and Works Act Order 21/02957/TWA | Approved 08/03/2023 |
| 21/02957/COND7 & 21/03035/COND7 | Submission of details required by condition 7 (Site investigation report and remediation strategy) of Transport and Works Act Order 21/02957/TWA | Approved 08/03/2023 |
| 21/02957/COND10 & 21/03035/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) | Approved 19/04/2023 |
| 21/02957/COND11 & 21/03035/COND11 | Submission of details required by condition 11 (Archaeology) of Transport and Works Act Order 21/02957/TWA | Withdrawn |
| 21/02957/COND12 & 21/03035/COND12 | Submission of details required by condition 12 (Construction Ecological Method Statement) of Transport and Works Order 21/02957/TWA | Approved 10/03/2023 |
| 21/02957/COND12A & 21/03035/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) | Approved 01/06/2023 |

| Reference | Description | Outcome |
|-----------------------------------|--|------------------------|
| 21/02957/COND14 & 21/03035/COND14 | Submission of details required by condition 14 (Construction Surface Water Drainage Strategy) of Transport and Works Order 21/02957/TWA | Approved 10/03/2023 |
| 21/02957/COND15 & 21/03035/COND15 | Submission of details required by condition 15 (Operational Surface Water Drainage Strategy) of Transport and Works Act Order 21/02957/TWA | Approved 06/10/2023 |
| 21/02957/COND16 & 21/03035/COND16 | Submission of details required by condition 16 (Operational Surface Water Drainage Scheme) of Transport and Works Act Order 21/02957/TWA | Approved 06/10/2023 |
| 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 Authority Reference 21/02957/TWA) | Approved 08/09/2023 |
| 21/02957/COND18 & 21/03035/COND18 | Submission of details required by condition 18 (External materials) of Transport and Works Act Order 21/02957/TWA | Approved 11/04/2023 |
| 21/03035/COND18A | Submission of details required by condition 18 (External Materials) of Transport and Works Order 21/03035/TWA | Approved 26/04/2023 |
| 21/02957/COND18A | Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA | Approved 31/08/2023 |
| 21/02957/COND18B | Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA | Pending determination |
| 21/02957/COND18C | Submission of details required by partial discharge of 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 | Approved 31/08/2023 |
| 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) | Approved 21/10/2023 |
| 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 | Approved 14/09/2023 |

| Reference | Description | Outcome |
|---|--|------------------------|
| | Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA) | |
| 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) | Approved 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 | Approved 11/04/2023 |
| 21/03035/COND26E A | Submission of details required by condition 26e (Detailed design approval: Any other buildings) of Transport and Works Order 21/03035/TWA | Approved 26/04/2023 |
| 21/02957/COND26B & 21/03035/COND26B | Submission of details required by condition 26 part B (Detailed design: accommodation bridge) of Transport and Works Act Order 21/02957/TWA | Approved 08/05/2024 |
| 21/02957/COND26C & 21/03035/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 | Approved 11/04/2023 |
| 21/02957/COND28 & 21/03035/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) | Approved 19/04/2023 |
| 21/02957/COND28A & 21/03035/COND28A | Submission of details required by condition 28 (Soil Management Plan) of planning permission 21/02957/TWA | Approved 31/08/2023 |
| 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) | Approved 24/05/2023 |
| 21/02957/COND34 & 21/03035/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 | Approved 10/03/2023 |
| 21/02957/COND34A & 21/03035/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) | Approved 02/06/2023 |
| 21/02957/COND34B & 21/03035/COND34B | Submission of details required by condition 34 (arboricultural method statement and tree protection) for phases 3- 6 of the development of the | Approved 05/10/2023 |

| Reference | Description | Outcome |
|-------------------------------------|---|------------------------|
| | deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA) | |
| 21/02957/COND29A & 21/03035/COND29 | Submission of details required by condition 29 (hard and soft landscaping) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWAO) | Approved 11/06/2024 |
| 21/02957/COND18C | Submission of details required by partial discharge of condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA | Approved 30/04/2024 |
| 21/02957/COND34C & 21/03035/COND34C | Submission of details required by partial discharge of 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 |
| 21/02957/COND19 | Submission of details to discharge condition 19 (roof top plant) of Transport and Works Act Order 21/02957/TWA | Pending determination |

Table 2 Relevant site history

- 4.1 The Transport and Works Act decision and Inspector's Report are linked as background papers in section 26 of the report.

5. Policy

5.1 National policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 Cambridge Local Plan (2018)

Policy 4: The Cambridge Green Belt

Policy 5: Strategic transport infrastructure

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

Policy 18: Southern Fringe Areas of Major Change

Policy 34: Light pollution control

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 59: Designing landscape and the public realm

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

5.3 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022

5.4 Other guidance

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).

Cambridgeshire Design Guide For Streets and Public Realm (2007)

6. Consultations

Biodiversity Officer (Cambridge City Council)

- 6.1 No objection. The proposed lux levels on the adjacent Hobson's Park are acceptable. Welcome the use of solar studs.

Environmental Quality and Growth (Cambridge City Council)

- 6.2 Recommend full discharge. No specific concerns with regards to the potential for adverse impacts to arise at the nearest residential dwellings.

7. Local Groups

- 7.1 CamCycle objected to the first submission on the following grounds:
- Low-level solar lighting is not sufficient in areas with high levels of walking and cycling. Street lighting should be used.
 - The solar studs should be placed either centrally in the cycle track or on either side. Request product details and supporting information regarding the proposed spacing.
 - The proposal does not comply with Policy 80: Supporting Sustainable Access to Development.
 - Other comments relating to kerbs, junction radii, bollards and surfacing.
- 7.2 Following submission of amendments intended to address the above comments, CamCycle maintain their objection on the amended proposals on the grounds that:
- No information has been submitted showing the impact of street lighting the route or any examination of how a lit route could be mitigated (for example using motion activated lighting).
 - The revised design now shows a solar stud either side of the segregated path which does not guide cyclists. Seek further guidance from manufacturer.
 - Comments on other matters have not been addressed on the updated drawings.
- 7.3 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.
- 7.4 Trumpington Residents' Association and Cambridge Past Present and Future were consulted on the proposals. Both have confirmed that they are satisfied with the lighting proposals and have no comment to make on the discharge of the lighting condition.

8. Planning background

- 8.1 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. Construction of the station is underway with the station roof being erected in May 2024.
- 8.2 The station design and hard and soft landscape scheme 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 including the approach to lighting. The scheme has been presented to Cambridgeshire Quality Panel and the applicant provided a briefing to members of JDCC.

- 8.3 The station design condition (condition 17) and cycle parking condition (condition 22) were approved by JDCC in August 2023. The hard and soft landscaping scheme (condition 29) was approved by JDCC in March 2024.
- 8.4 The applicant has engaged with the Trumpington Residents Association and Cambridge Past Present and Future prior to the submission of the application to discharge the lighting condition.
- 8.5 The lighting scheme has been discussed during the pre-application process ahead of the granting of the Order and in preparation of the details designs for the application to discharge the landscape and lighting conditions. Discussions involved the local planning authority's ecology and landscape officers. The LPA welcomed the use of solar studs to minimise the impact on the ecologically sensitive Hobson Park.

9. Assessment

- 9.1 From the reason for the condition, consultation responses and representations received, and from an inspection of the site and the surroundings, the key issues are:
- Principle of development
 - Compliance with parameter plans and design principles
 - Impact on residential amenity
 - Impact on biodiversity
 - Other matters
 - Planning balance
 - Recommendation

10. Principle of Development

- 10.1 The principle of external lighting is established through the deemed planning permission, subject to approval of details required by condition 27. The lighting scheme must comply with the approved parameter plans and Design Principles (as required by conditions 2 and 3). It must also have an acceptable impact on residential amenity and safeguard residential amenity in accordance with Cambridge Local Plan 2018 policy 34 (as per the reason for condition 27). These are assessed below.

11. Compliance with Parameter Plans and Design Principles

- 11.1 Condition 2 requires the development to be carried out in accordance with the approved planning drawings. The approved drawings do not include detail of the lighting scheme.
- 11.2 Condition 3 requires the development to be carried out in accordance with the Cambridge South Station Design Principles (NR-15-1 dated March 2022). This document states that 'lighting will be the minimum necessary to provide safe conditions and will be in accordance with relevant guidance set out in the 'Guidance Notes for the Reduction of Obtrusive Light, 2020- GN01/20'.'
- 11.3 The proposed approach to lighting is considered to be in line with the principle of the minimum necessary levels of lighting to provide safe conditions and therefore the proposal is considered compliant with the Cambridge South Station Design Principles.

12. Impact on residential amenity

- 12.1 Policy 34 Lighting of the Cambridge Local Plan 2018 states that new external lighting will be permitted where it can be demonstrated that, among other things, it minimises impact to local residential amenity.
- 12.2 The Environmental Health team has reviewed the proposals and advised that the scheme presents a low risk at the nearest residential receptors on the opposite side of Hobson's Park. The consultee recommends that the condition is discharged in full.
- 12.3 The consultee advice is accepted and the proposal would have an acceptable impact on residential amenity in accordance with policy 34 and the reason for the condition.

13. Impact on biodiversity

- 13.1 Policy 34 also states that new external lighting will be permitted where it can be demonstrated that it minimises the impact to wildlife.
- 13.2 The Biodiversity Officer has reviewed the proposals and advised that the proposed lux levels on the adjacent Hobson's Park are acceptable. The officer welcomes the use of solar studs along the shared path across the park.

- 13.3 The consultee advice is accepted and the proposal would have an acceptable impact on biodiversity in accordance with policy 34 and the reason for the condition.

14. Other matters

Transport and access

- 14.1 The proposed external lighting to the station area (including station approaches, concourse and platforms both east and west sides) and the shared path through Hobson's Park would support the Wayfinding Strategy already approved under condition 29.
- 14.2 Camcycle has objected to the lighting of the shared path through Hobson's Park. They consider that street lighting should be used rather than solar studs. They have also raised concerns about the placement of the studs and the spacing between studs.
- 14.3 LTN 1/20 deals with lighting at 8.7. This states that in urban areas, highway standard street lighting should be used in off-carriageway routes with the potential for light to be on detectors or switched off late at night. It goes on to state that solar LED studs can be used and will offer some improvement in social safety. The shared path where the solar studs are proposed is within Hobson's Park; a designated City Wildlife Site that is within the Green Belt. Therefore, the use of solar studs over street lighting is considered acceptable given the lower impact on ecology and the reduction in visual clutter within the park.
- 14.4 The plans as amended show the solar studs are placed at intervals of 14m; this aligns with what is currently on the existing nearby cycle way NC11. The solar studs have been amended so rather than being placed in at either side of the path, they are now shown on either side of the cycle track. This will guide cyclists along the path and overcomes the concerns raised by Camcycle about the placement of the studs.
- 14.5 Cyclists and pedestrians can also access the station via an existing lit route by crossing the guided busway bridge to the eastern forecourt.
- 14.6 The proposal would provide a high quality sustainable transport route for pedestrians and cyclists in accordance with Cambridge Local Plan 2018 policy 80 Supporting sustainable access to development.

Landscape and visual impact

- 14.7 The proposals would minimise the visual impact on Hobson’s Park and surrounding area both in terms of minimising the use of lighting structures in the park and minimising light spill. The use of solar studs along the route in particular would have a minimal visual impact.
- 14.8 The proposals would be in accordance with policy 34 Lighting, and design policies 55, 56 and 59 of the Cambridge Local Plan 2018.

15. 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 |
|---|--|
| Low-level solar lighting is not sufficient in areas with high levels of walking and cycling. Street lighting should be used. | The solar stud lighting is considered acceptable given the sensitive ecological nature of the park. See paragraphs 14.1 -14.6 above. |
| The solar studs should be placed either centrally in the cycle track or on either side. Request product details and supporting information regarding the proposed spacing | The solar studs have been amended so they are either side of the cycle track. |
| The proposal does not comply with Policy 80: Supporting Sustainable Access to Development. | The solar stud lighting is considered acceptable given the sensitive ecological nature of the park. See paragraphs 14.1 -14.6 above. |
| Other comments relating to kerbs, junction radii, bollards and surfacing. | These matters fall outside of the scope of the lighting condition. |
| No information has been submitted showing the impact of street lighting the route or any examination of how a lit route could be mitigated (for example using motion activated lighting). | Details of street lighting has not been requested as the solar studs are considered acceptable given the sensitive ecological nature of the park. See paragraphs 14.1 -14.6 above. |
| The revised design now shows a solar stud either side of the segregated path which does not guide cyclists. Seek further guidance from manufacturer. | The design has been amended again to ensure that the studs are either side of the cycle track. |

| | |
|--|--|
| Comments on other matters have not been addressed on the updated drawings. | These matters fall outside of the scope of the lighting condition. |
|--|--|

Table 3 Officer response to third party representations

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 The lighting scheme is considered to have an acceptable impact on residential amenity and biodiversity in accordance with policy 34 of the Cambridge Local Plan and the reason for the condition. The revised solar stud arrangement on the shared path through Hobson's Park is considered to provide suitable lighting which respects the sensitive ecological conditions in the Park. The studs are also considered to minimise clutter and light spill which reduce the impact on the park. The lighting scheme complies with the Cambridge South Station Design Principles (NR-15-1 dated March 2022).
- 16.3 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.

17. Recommendation

- 17.1 **Approve** and discharge condition 21/02957/COND27 with delegated authority to officers to carry through minor amendments

17.2 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.

- [South Cambridgeshire Local Plan \(2018\)](#)
- [Cambridge Local Plan \(2018\)](#)
- [Network Rail \(Cambridge South Infrastructure Enhancements\) Order](#)

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