



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.

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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. These 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](#)