



## **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.

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### 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<br>Granted on<br>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<br>21/02957/TWA)   |                       |
| 21/02957/COND18  | Submission of details required by condition 18 (External materials) of Transport and Works Act Order<br>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<br>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<br>21/02957/TWA   | Granted 11/04/2023    |

| <b>Reference</b> | <b>Description</b>   | <b>Outcome</b>        |
|------------------|--|-----------------------|
| 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 TWAO 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.

| <b>Space type</b>         | <b>Open</b> | <b>Secure</b> | <b>Total</b> | <b>Percentage</b> |
|---------------------------|-------------|---------------|--------------|-------------------|
| 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.

| <b>Space type</b>         | <b>Number of spaces</b> |
|---------------------------|-------------------------|
| 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:

| <b>Third party comment</b>   | <b>Officer response</b>   |
|--|---|
| 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) |

| <b>Third party comment</b>   | <b>Officer response</b>   |
|--|---|
| 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](#)