



21/02957/COND27 West Anglia Main Line Land Adjacent to Cambridge Biomedical Campus

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Trumpington

Proposal: Submission of details required by condition 27 (Lighting Scheme) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)

Applicant: Network Rail

Presenting officer: Mairead O'Sullivan, Principal Planner, Strategic Sites

Reason presented to committee: The application was deferred by members at the 17 July 2024 meeting of JDCC to allow further consideration of pedestrian and cycle safety including anti-social behaviour and the impact on biodiversity.

Member site visit date: 14 October 2024

Key issues:

1. Pedestrian and cycle safety
2. Impact on biodiversity

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

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0. Addendum report following deferral of application

0.1 Introduction

0.2 A report was taken to the Joint Development Control Committee meeting of 17 July 2024 recommending that the application to discharge condition 27 of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order was approved. During that meeting, the debate focused on lighting to the new shared path through Hobson's Park to the western side of the station.

0.3 Members resolved to defer the application. The reason for deferral was to allow further consideration of alternative lighting proposals to consider pedestrian and cycle safety including anti-social behaviour and the impact on biodiversity.

0.4 Following the committee deferral the Applicant has undertaken a further review of the proposed lighting design. A supplementary supporting statement has been submitted which provides additional evidence and justification to support the use of solar studs and to address comments

from members. The statement includes a letter from the Applicant's ecologist in relation to biodiversity consideration. The statement provides further information on safety features of the path and confirms that there is an alternative lit route to the station. The Applicant has also provided details of case studies around Cambridge where solar studs have been used in a similar context.

0.5 The supplementary supporting statement highlights that the Transport and Works Act Order (TWAO) submission envisions low level lighting in the park to protect biodiversity; this is referenced in the Environmental Statement that supported the TWAO application, as well as the approved parameter plans and design principles. The low-level lighting approach was recognised and accepted as appropriate by the Inspector in their decision. The supplementary supporting statement also considers the maintenance and sustainability benefits of stud lighting.

0.6 Following the deferral, although no further consultation took place, two further representations have been received from Trumpington Residents Association (TRA) and Cambridge Past Present and Future (CPPF). Both representations support the application as proposed and object to the use of street lighting in Hobson's Park.

0.7 The representation from CPPF can be summarised as follows:

- The location of the path experiences light spill from the busway
- The path runs through public open space and is similar to other locations in the city where solar stud lighting has been successfully used (for example Midsummer Common)
- Solar studs minimise the impact on the landscape and biodiversity
- The need to preserve the landscape value and visual amenity of the park was a key factor in the TWAO public inquiry
- The application as submitted should be approved

0.8 The representation from TRA can be summarised as follows:

- Supports the application's proposed use of solar studs on the new shared use path from the Guided Busway to the eastern station building
- The Park's biodiversity and tranquillity are attributes much valued by local residents and preserving this was a key factor in the planning inspector's assessment as part of the TWAO process.
- Column lighting would harm biodiversity and impact residential amenity

- Column lighting on the new path is not necessary as an alternative lit route via the busway is available
- Solar studs are safely used in other parts of Cambridge such as Midsummer Common and the Chisholm Trail
- Solar studs comply with Sustrans Guidance.
- The path is within the Green Belt and is not an urban street
- Disagree with the designing out crime officer and consider that the Green Belt parkland status and tranquil nature of Hobson's Park, its importance to local people including its immediate neighbours, and the availability of an alternative lit route outweigh their concerns.

0.9 Following the July 2024 committee meeting, the Cambridgeshire Constabulary Architectural Liaison Officer was consulted on the proposal. Their comments are as follows:

- Recommend that any access roads and footpaths, should be lit by column lighting designed to BS5489-1:2020 or BS EN 12464-2:2014
- There should be LED dusk to dawn wall mounted lights above entrance and exits around any building line
- Bollard lighting is only appropriate for wayfinding and should not be used as a primary lighting source for any roads or parking areas

0.10 The City Council's Biodiversity Officer has been consulted on the Applicant's supplementary supporting statement. Their comments can be summarised as follows:

- Support the conclusion that solar studs are the most biodiversity friendly approach to mitigate the impacts of artificial light.
- Pole mounted lighting should be resisted.
- Since the original TWAO approval, Hobson's Park has been designated as a City Wildlife Site in recognition of its habitats and species. It also forms a key north / south green corridor into the city.
- From a maintenance perspective, column or bollard lighting would significantly hinder the current annual hay cut of the species rich meadow that the new station link passes through. The proposed bat hats allow large cutting machinery to simple cut straight over the new cycle route, whereas manoeuvring around new lighting infrastructure could leave significant areas unmanaged.

0.11 Assessment

0.12 The assessment will focus on the two reasons for deferral which are the impact on biodiversity and pedestrian and cycle safety including anti-social behaviour

0.13 Pedestrian and cycle safety (including anti-social behaviour)

- 0.14 TWAO decision
- 0.15 The Inspectors decision report for the TWAO details at section 13.4.51 that:
“The proposed cycle and walking route to the Station would have a detrimental impact on users of Hobson’s Park, and there is potential for conflict between those using the park for leisure and those travelling to and from the Station.”
The inspector notes that this new access is required to provide access to the western part of the station and explains that appropriate lighting, landscaping and surfacing would minimise the visual intrusion into the park and would be secured by condition. Condition 27 deals with the lighting matters and is the subject of this officer report to JDCC.
- 0.16 As noted in section 11 of the Inspector’s decision report, the approved design principles require that ‘lighting will be the minimum necessary to provide safe conditions and will be in accordance with relevant guidance set out in the ‘Guidance Notes for the Reduction of Obtrusive Light, 2020-GN01/20’.’
- 0.17 The Applicant’s supplementary supporting statement also goes on to identify that a number of other approved design principles are relevant to the consideration of this application. These include:
- Design Principle 3.7A (Minimise the footprint) which recognises the site as a green corridor which contributes to the important characteristics of the city and is a key component for providing amenity and biodiversity and seeks to ensure the projects minimises the impact on Hobson’s Park including the path network
 - Design Principle 3.9A (Habitat) which requires that the station infrastructure should where feasible should seek to be an integral part of the natural landscape enabling species migration and providing diverse habitats.
- 0.18 The supplementary supporting statement also draws attention to the plans approved as part of the TWAO process as including an annotation on the path through Hobson’s Park stating that it will have “low level lighting”.
- 0.19 Design measures of path that consider safety
- 0.20 The Applicant addresses the safety features of the segregated cycle and pedestrian path in the supplementary supporting statement. The path is 5m wide in total with 3m for cycles and 2m for pedestrians. A 60mm kerb divides the path with signage at each end of the path directing users. The

path has tactile approaches. There is a change in height between the two paths will help to prevent cyclists from entering the wrong section. The design of the path is compliant with LTN 1/20 in terms of dimensions for the forecast number of user of the path. This states that a 2-way track for 300-100 cycles per hour should be 3m wide.

- 0.21 The Applicant also highlights that users can access the station by an alternative lit route by using the Cambridge Guided Busway. The close proximity of an alternative lit route via the Guided Busway is also noted in the representation from the TRA. Users of the station approaching from the west could travel across the Guided Busway bridge to the east side of the station on a wholly lit route. Alternatively, users could travel part of the route along the Guided Busway track before branching off into Hobson's Park to complete the final element of the route on the new share path.
- 0.22 Examples of solar stud usage elsewhere in Greater Cambridge
- 0.23 The Applicant's supporting statement highlights a number of examples of where solar stud lighting has been used in similar contexts to this proposal in Greater Cambridge. These are the cycle route along the Cambridgeshire Guided Busway, NC11 between Addenbrookes and Great Shelford, Coe Fen shared footpath, Midsummer Common and the Chisholm Trail. Both the TRA and CPPF reference the use of solar studs elsewhere in the city in their representations. A brief commentary on each of the case studies is provided below.
- 0.24 Solar Studs were installed in parts of the maintenance track that runs adjacent to Cambridge Guided Busway to help guide users of the path and to help them delineate between the edges of the path. Studs installed in 2011 were renewed in 2023 which suggests that the studs have been effective. The supporting statement includes a case study of the Guided Busway by Clear Intelligence as an appendix. The case study highlights the benefits of solar studs such as delineation of the edge of the path, value for money, reliable source of light without adversely impacting on light pollution and not a trip hazard for pedestrians or cyclists.
- 0.25 The solar studs proposed in Hobson's Park are designed to mimic those used on the element of NC11 that runs between Addenbrookes and Great Shelford in terms of spacing.
- 0.26 The City Council installed solar stud lighting on the shared path at Coe Fen. Solar stud lighting was selected as the most appropriate solution to light the walking and cycling path as it would improve safety and wayfinding while also being sensitive to local environmental conditions. A

case study of Coe Fen by Lakeside Group is included as an appendix to the supporting statement. The studs at Coe Fen are spaced at similar intervals to those proposed in Hobson's Park.

0.27 Similar to Hobson's Park, Midsummer Common is also designated as a City Wildlife Site. The supporting statement includes details of an application under section 38 of the Commons Act 2006 for works to the common including the installation of solar studs. The application was approved by the Planning Inspectorate (PINS) in 2016. The report by PINS, attached as an appendix to the supporting statement, details that the Open Space Society opposed new street lighting in the common partly because of the impact on wildlife. Solar stud lighting was supported by the planning inspector, being considered to have a negligible impact on wildlife

0.28 Phase 1 of the Chisholm Trail which was approved by JDCC in July 2017. Solar stud lighting was utilised for much of the trail to protect amenity. The report that accompanied the application noted that:

The proposed lighting scheme for the path includes safety and wayfinding solar studs, with more significant lighting proposed to the new underpass, rather than an attempt to light the entire paths which could have detrimental visual impact, and an impact on ecology and residential amenity. The addition of lighting to the Wildlife Sites has been raised as a concern in responses from individuals, and comments have been submitted by officers requesting details of the exact nature of the lights, as the precise detail of the lighting scheme has not yet been submitted. It will be necessary to ensure that the lighting scheme is approved prior to its use, as lighting could have a visual impact, as well as impact on residential amenity and the wildlife in the area.'

0.29 Sustans guidance

0.30 The applicant highlights "Sustrans traffic-free routes and greenways" document which provides guidance on how designers of new traffic-free routes should consider the adverse impact that lighting can have on wildlife. The guidance highlights the potential harm to biodiversity from artificial lighting at night and states that the most suitable design solution to mitigate ecological impacts created by lighting should be used. This guidance is also quoted in the representation from TRA.

0.31 Consultee comments

- 0.32 The Designing Out Crime Officer in their comments recommends that any access roads should be lit with column lighting as it will help to reduce the vulnerability to crime and the fear of crime for the users.
- 0.33 This comment is a general comment concerning access paths and roads which does not consider the specific context of this particular application, including the sensitive ecological nature of the park, the approved parameter plans and design principles and the presence of an alternative lit route to the site.
- 0.34 Conclusion
- 0.35 The Designing Out Crime Officer has requested column lighting to the path across Hobson's Park. These comments are noted however they are general comments about access roads and do not consider other matters such as the sensitive landscape and ecological setting of the park or the presence of an existing alternative lit route to the station via the Guided Busway.
- 0.36 The PINS report that accompanies the TWAO decision, as well as the approved TWAO plans and approved design principles all emphasise that low level lighting is to be used to protect biodiversity and minimise the visual intrusion into the park.
- 0.37 The Applicant has outlined the ways in which the design of the segregated path through Hobson's Park considers safety including the dividing kerb and the width of the path which complies with LTN 1/20. Solar studs have been considered a suitable solution for lighting similar paths in Greater Cambridge. The proposed solar stud lighting is considered compliant with Sustrans traffic-free routes and greenways guidance.
- 0.38 The proposed solar stud lighting is therefore considered to be suitably safe for pedestrians and cyclists accessing the station.
- 0.39 Impact on biodiversity.**
- 0.40 The Applicant has provided a letter from their ecologist as part of the supplementary supporting statement. The ecologist highlights that Hobson's Park is an important part of the existing ecological network of green sites across Cambridge City. Hobson's Brook is located partially within the park and in close proximity to the site. In 2017, the first of a ten-year wildlife assessment was carried out on Hobson's Brook. This identified over 300 animal and plant species along a four-mile stretch of

water. The park includes a bird reserve and is known for its diverse bird population.

- 0.41 The letter goes on to detail the adverse impacts of urbanisations, in particular artificial light at night (ALAN) on ecology. ALAN can disorientate migrating birds and could have a negative impact on the bird assemblage of the park. It also disturbs the behaviour of crickets, moths and bats and has been found to increase disease/parasite transmission in birds.
- 0.42 The letter goes on to detail several different ways in which ALAN can impact on biodiversity. This includes:
- Disorients nocturnal animals and disrupts circadian rhythms in both nocturnal and diurnal animals
 - Many bat species avoid lit areas as it exposes them to predation
 - Lighting can fragment habitats or become a trap exposed to predators for hundreds of insects at night
 - Garden birds are disturbed by continuous light. Owls find it difficult to hunt in lit urban areas.
 - Development and phenology of aphids and crickets which are found in the park are disrupted by ALAN
 - Shorter periods of darkness allow less time for foraging/hunting of crepuscular or nocturnal species
 - ALAN likely to blame for decline in glow worms
 - Many aquatic insects that are likely found in the nearby brook can mistake lit man-made surface for water when laying eggs which results in a reduction in insect biodiversity.
- 0.43 The City Council's Biodiversity Officer has reviewed the letter and supports its conclusions and the recommendation to use solar studs. The Biodiversity Officer explains that since the TWAO has been granted Hobson's Park has been designated as a City Wildlife site in recognition of the site's ecological value. This is a material consideration in planning terms. As a result they recommend that overhead lighting is resisted to protect biodiversity in the park.
- 0.44 The TRA and CPPF have provided written representations in support of the use of solar studs. As part of their representations, both highlight the sensitive green belt setting of the park and the need to preserve biodiversity. Both consider that solar studs are the most appropriate form of lighting to protect ecology.
- 0.45 Hobson's Park lies within the Green Belt, is a City Wildlife Site and has significant biodiversity value. The Applicant's submission details the high ecological value of the park and brook as well as the potential adverse

impacts of artificial light at night on local fauna. Officers consider that solar stud lighting is the most appropriate way to light the path within Hobson's Park to protect local biodiversity in accordance with policy 34 of the Cambridge Local Plan and the reason for the condition.

0.46 Conclusion

0.47 The proposed solar studs are considered the most appropriate form of lighting to the path to protect biodiversity in Hobson's Park an area of ecological importance that is designated as a City Wildlife Site and is within the Green Belt.

0.48 The solar stud lighting is in line with what has been approved as part of the TWAO. Solar stud lighting has been considered suitable on similar local contexts. The path through Hobson's Park is considered suitably safe for both pedestrian and cyclists access the station.

0.49 The proposed solar stud lighting is considered compliant with Cambridge Local Plan policy 34.

0.50 Recommendation

0.51 **Approve** and discharge condition 21/02957/COND27 (Lighting scheme) in part.

1. Executive summary

1.1 The application seeks to discharge condition 27 of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order. The Transport and Works Act Order (TWAO) was granted in December 2022 with a deemed planning consent which included 39 conditions. Condition 27 controls the detailed lighting scheme for Cambridge South Station. The lighting scheme only relates to works within Cambridge City Council administrative area.

1.2 The lighting scheme covers Hobson's Park and follows on from the approval of the detailed landscaping scheme for the park, which was approved by the Joint Development Control Committee in March 2024. The lighting scheme is supported by consultees including Environmental Health and Ecology. The application has been subject to pre-application advice.

1.3 A third party representation from CamCycle has been received in objection to the lighting scheme. Camcycle consider that street lighting

should be used instead of solar studs. They also raise concerns about the placement of and distance between the solar studs.

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

2. Site description and context

- 2.1 The site lies between Trumpington and Cambridge Biomedical Campus (CBC). The site is generally flat and contains the existing railway line. The new train station is centred around Hobson's Park on the west and a plot between the University of Cambridge Anne McClaren Building and the AstraZeneca site to the east. The Cambridge Guided Busway (GBW) bridge runs adjacent to the northern boundary of the site.
- 2.2 Hobson's Park is a recreation area that serves the residential area in Trumpington. It includes Hobson's Park Nature Reserve and is wholly within the Green Belt. Hobson's Brook runs close to the western boundary of the site. Further south of Hobson's Park, to the south of Addenbrookes Road there is a Scheduled Monument. Directly to the north of the site, beyond the guided busway bridge is the active recreation area which serves the nearby residential uses.
- 2.3 To the west of Hobson's Park is Clay Farm and Trumpington Meadows. The CBC lies to the east. It is the largest centre of medical research and health science in Europe. It accommodates four hospitals, with two further

hospitals planned as well as a number of research and development buildings.

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

3. The proposal

- 3.1 The Network Rail (Cambridge South Infrastructure Enhancements) Order (the Order) was issued on 21 December 2022. It permits Network Rail to construct and operate a new four track station and related track works. The Order also requires exchange land to be provided to compensate for the loss of habitat and public open space within Hobson's Park.
- 3.2 The Order was accompanied by deemed planning permission for the works subject to planning conditions. The application seeks approval of the lighting scheme to fully discharge condition 27 of the deemed planning permission. Condition 27 is worded as follows:

Lighting Scheme

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

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

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

- 3.3 The application is supported by the following information:
- Operational lighting plan
 - External lighting layout for the station area
 - General arrangement plan showing locations of solar studs for the shared path through Hobson's Park
 - Covering letter

- 3.4 The proposal is for external lighting to the station area (including station approaches, concourse and platforms both east and west sides) and the shared path through Hobson's Park. The proposed lighting to the station area includes pole-, column-, bracket- and surface-mounted lighting. Solar studs are proposed on the shared path.
- 3.5 The application has been amended twice to address comments from CamCycle. The amendments included reducing the interval spacing of the studs from 20 metres to 14 metres and moving them to either side of the cycle track on the segregated path across Hobson Park. The 14m spacing was selected as this aligns with what is currently on the existing nearby cycle way NC11. Further consultations have been carried out as appropriate.

4. Relevant site history

Reference	Description	Outcome
21/02957/TWA & 21/03035/TWA	The Network Rail (Cambridge South Infrastructure Enhancements) Order and deemed planning consent for construction and operation of a new two storey, four platform station on the West Anglia Main adjacent to the Cambridge Biomedical Campus, and associated works to the rail infrastructure	Granted on 21/12/2022
21/02957/COND5 & 21/03035/COND5	Submission of details required by condition 5 (Phasing Plan) of Transport and Works Act Order 21/02957/TWA	Approved 03/03/2023
21/02957/COND6 & 21/03035/COND6	Submission of details required by condition 6 (Preliminary contamination assessment) of Transport and Works Act Order 21/02957/TWA	Approved 08/03/2023
21/02957/COND7 & 21/03035/COND7	Submission of details required by condition 7 (Site investigation report and remediation strategy) of Transport and Works Act Order 21/02957/TWA	Approved 08/03/2023
21/02957/COND10 & 21/03035/COND10	Submission of details required by condition 10 (Code of Construction Practice) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Approved 19/04/2023
21/02957/COND11 & 21/03035/COND11	Submission of details required by condition 11 (Archaeology) of Transport and Works Act Order 21/02957/TWA	Withdrawn
21/02957/COND12 & 21/03035/COND12	Submission of details required by condition 12 (Construction Ecological Method Statement) of Transport and Works Order 21/02957/TWA	Approved 10/03/2023

Reference	Description	Outcome
21/02957/COND12A & 21/03035/COND12A	Submission of details required for discharge of condition 12 (Construction Ecological Method Statement) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Approved 01/06/2023
21/02957/COND14 & 21/03035/COND14	Submission of details required by condition 14 (Construction Surface Water Drainage Strategy) of Transport and Works Order 21/02957/TWA	Approved 10/03/2023
21/02957/COND15 & 21/03035/COND15	Submission of details required by condition 15 (Operational Surface Water Drainage Strategy) of Transport and Works Act Order 21/02957/TWA	Approved 06/10/2023
21/02957/COND16 & 21/03035/COND16	Submission of details required by condition 16 (Operational Surface Water Drainage Scheme) of Transport and Works Act Order 21/02957/TWA	Approved 06/10/2023
21/02957/COND17	Submission of details required by condition 17 (Detailed design approval: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Approved 08/09/2023
21/02957/COND18 & 21/03035/COND18	Submission of details required by condition 18 (External materials) of Transport and Works Act Order 21/02957/TWA	Approved 11/04/2023
21/03035/COND18A	Submission of details required by condition 18 (External Materials) of Transport and Works Order 21/03035/TWA	Approved 26/04/2023
21/02957/COND18A	Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Approved 31/08/2023
21/02957/COND18B	Submission of details required by condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND18C	Submission of details required by partial discharge of condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Pending determination
21/02957/COND20	Submission of details required by partial discharge of condition 20 (Public Art: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Transport and Works Order 21/02957/TWA	Approved 31/08/2023
21/02957/COND21	Submission of details required by condition 21 (Waste: Cambridge South Station) for phase 4 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Approved 21/10/2023

Reference	Description	Outcome
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)	Approved 14/09/2023
21/02957/COND23	Submission of details required by condition 23 (BREEAM pre-assessment) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Approved 15/06/2023
21/02957/COND26E	Submission of details required by condition 26 part C (Detailed design: Railway Systems Compound) of Transport and Works Act Order 21/02957/TWA	Approved 11/04/2023
21/03035/COND26E A	Submission of details required by condition 26e (Detailed design approval: Any other buildings) of Transport and Works Order 21/03035/TWA	Approved 26/04/2023
21/02957/COND26B & 21/03035/COND26B	Submission of details required by condition 26 part B (Detailed design: accommodation bridge) of Transport and Works Act Order 21/02957/TWA	Approved 08/05/2024
21/02957/COND26C & 21/03035/COND26C	Submission of details required by condition 26 part E (Detailed design: Any other building/structure) of Transport and Works Act Order 21/02957/TWA	Approved 11/04/2023
21/02957/COND28 & 21/03035/COND28	Submission of details required by condition 28 (Soil Management Plan) of the deemed planning permission associated with Cambridge South Infrastructure Enhancements Transport Works Act Order (local planning authority reference 21/02957/TWA)	Approved 19/04/2023
21/02957/COND28A & 21/03035/COND28A	Submission of details required by condition 28 (Soil Management Plan) of planning permission 21/02957/TWA	Approved 31/08/2023
21/02957/COND29	Submission of details required for partial discharge of condition 29 (Hard and Soft Landscape - Guided busway crossing) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Approved 24/05/2023
21/02957/COND34 & 21/03035/COND34	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) of Transport and Works Order 21/02957/TWA	Approved 10/03/2023
21/02957/COND34A & 21/03035/COND34A	Submission of details required by partial discharge of condition 34 (Arboricultural Method Statement and Tree Protection Plan) for phase 2 of the development of the deemed planning consent associated with the Network Rail (Cambridge South	Approved 02/06/2023

Reference	Description	Outcome
	Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	
21/02957/COND34B & 21/03035/COND34B	Submission of details required by condition 34 (arboricultural method statement and tree protection) for phases 3- 6 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Approved 05/10/2023
21/02957/COND29A & 21/03035/COND29	Submission of details required by condition 29 (hard and soft landscaping) of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWAO)	Approved 11/06/2024
21/02957/COND18C	Submission of details required by partial discharge of condition 18 (External Materials) of Transport and Works Act Order 21/02957/TWA	Approved 30/04/2024
21/02957/COND34C & 21/03035/COND34C	Submission of details required by partial discharge of condition 34 (arboricultural method statement and tree protection) for phases 3- 6 of the development of the deemed planning consent associated with the Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (Local Planning Authority Reference 21/02957/TWA)	Pending determination
21/02957/COND19	Submission of details to discharge condition 19 (roof top plant) of Transport and Works Act Order 21/02957/TWA	Pending determination

Table 2 Relevant site history

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

5. Policy

5.1 National policy

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

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

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 Cambridge Local Plan (2018)

Policy 4: The Cambridge Green Belt

Policy 5: Strategic transport infrastructure

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

Policy 18: Southern Fringe Areas of Major Change

Policy 34: Light pollution control

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 59: Designing landscape and the public realm

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

5.3 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022

5.4 Other guidance

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

Cambridgeshire Design Guide For Streets and Public Realm (2007)

6. Consultations

Biodiversity Officer (Cambridge City Council)

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

Environmental Quality and Growth (Cambridge City Council)

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

7. Local Groups

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

8. Planning background

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

Construction of the station is underway with the station roof being erected in May 2024.

- 8.2 The station design and hard and soft landscape scheme has been subject to extensive pre-application discussions. This included a series of workshops covering a range of different elements relating to the station design including the approach to lighting. The scheme has been presented to Cambridgeshire Quality Panel and the applicant provided a briefing to members of JDCC.
- 8.3 The station design condition (condition 17) and cycle parking condition (condition 22) were approved by JDCC in August 2023. The hard and soft landscaping scheme (condition 29) was approved by JDCC in March 2024.
- 8.4 The applicant has engaged with the Trumpington Residents Association and Cambridge Past Present and Future prior to the submission of the application to discharge the lighting condition.
- 8.5 The lighting scheme has been discussed during the pre-application process ahead of the granting of the Order and in preparation of the details designs for the application to discharge the landscape and lighting conditions. Discussions involved the local planning authority's ecology and landscape officers. The LPA welcomed the use of solar studs to minimise the impact on the ecologically sensitive Hobson Park.

9. Assessment

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

10. Principle of Development

- 10.1 The principle of external lighting is established through the deemed planning permission, subject to approval of details required by condition 27. The lighting scheme must comply with the approved parameter plans

and Design Principles (as required by conditions 2 and 3). It must also have an acceptable impact on residential amenity and safeguard residential amenity in accordance with Cambridge Local Plan 2018 policy 34 (as per the reason for condition 27). These are assessed below.

11. Compliance with Parameter Plans and Design Principles

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

12. Impact on residential amenity

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

13. Impact on biodiversity

- 13.1 Policy 34 also states that new external lighting will be permitted where it can be demonstrated that it minimises the impact to wildlife.

- 13.2 The Biodiversity Officer has reviewed the proposals and advised that the proposed lux levels on the adjacent Hobson's Park are acceptable. The officer welcomes the use of solar studs along the shared path across the park.
- 13.3 The consultee advice is accepted and the proposal would have an acceptable impact on biodiversity in accordance with policy 34 and the reason for the condition.

14. Other matters

Transport and access

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

- 14.6 The proposal would provide a high quality sustainable transport route for pedestrians and cyclists in accordance with Cambridge Local Plan 2018 policy 80 Supporting sustainable access to development.

Landscape and visual impact

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

15. Third party representations

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

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

The revised design now shows a solar stud either side of the segregated path which does not guide cyclists. Seek further guidance from manufacturer.	The design has been amended again to ensure that the studs are either side of the cycle track.
Comments on other matters have not been addressed on the updated drawings.	These matters fall outside of the scope of the lighting condition.

Table 3 Officer response to third party representations

16. Planning balance

- 16.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 16.2 The lighting scheme is considered to have an acceptable impact on residential amenity and biodiversity in accordance with policy 34 of the Cambridge Local Plan and the reason for the condition. The revised solar stud arrangement on the shared path through Hobson's Park is considered to provide suitable lighting which respects the sensitive ecological conditions in the Park. The studs are also considered to minimise clutter and light spill which reduce the impact on the park. The lighting scheme complies with the Cambridge South Station Design Principles (NR-15-1 dated March 2022).
- 16.3 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the details submitted in support of the discharge of this planning condition are considered acceptable.

17. Recommendation

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

17.2 Background Papers

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

- South Cambridgeshire Local Plan (2018)
- Cambridge Local Plan (2018)
- Network Rail (Cambridge South Infrastructure Enhancements) Order