

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee

3<sup>rd</sup> September 2008

**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

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**C/6/9/1A**

**Discharge of Conditions - Cambridgeshire Guided Busway  
Design and External Appearance of Arbury Park North Bus Stop and of Pedestrian  
Routes at the Proposed Guideway Intersection at Arbury Park**

**Recommendation: Approval**

**Notes:**

**These submissions have been reported to the Planning Committee for determination because the officer recommendations of approval are contrary to objections raised by the Parish Council.**

**Background**

1. On 21<sup>st</sup> December 2005, the Secretary of State for Transport directed that planning permission be deemed to be granted for the development included in the Cambridgeshire Guided Busway Order. One of the ten conditions reads:  
  
(Condition 3)
  - (a) Work shall not begin on each of the following items of development until in each case prior written approval of their design and external appearance has been obtained from the local planning authority:
    - (i) any building or bus stop; and
    - (iv) the formation, laying out or alteration of any pedestrian, cycle or equestrian route (so far as provided for by the development).
  - (b) The works shall be carried out in accordance with the approval given by the local planning authority or, if that authority gives prior written approval to any amendment or alteration, subject to such amendment or alteration.

The reason for the condition is to ensure the satisfactory appearance and functioning of the development, in the interests of highway safety.

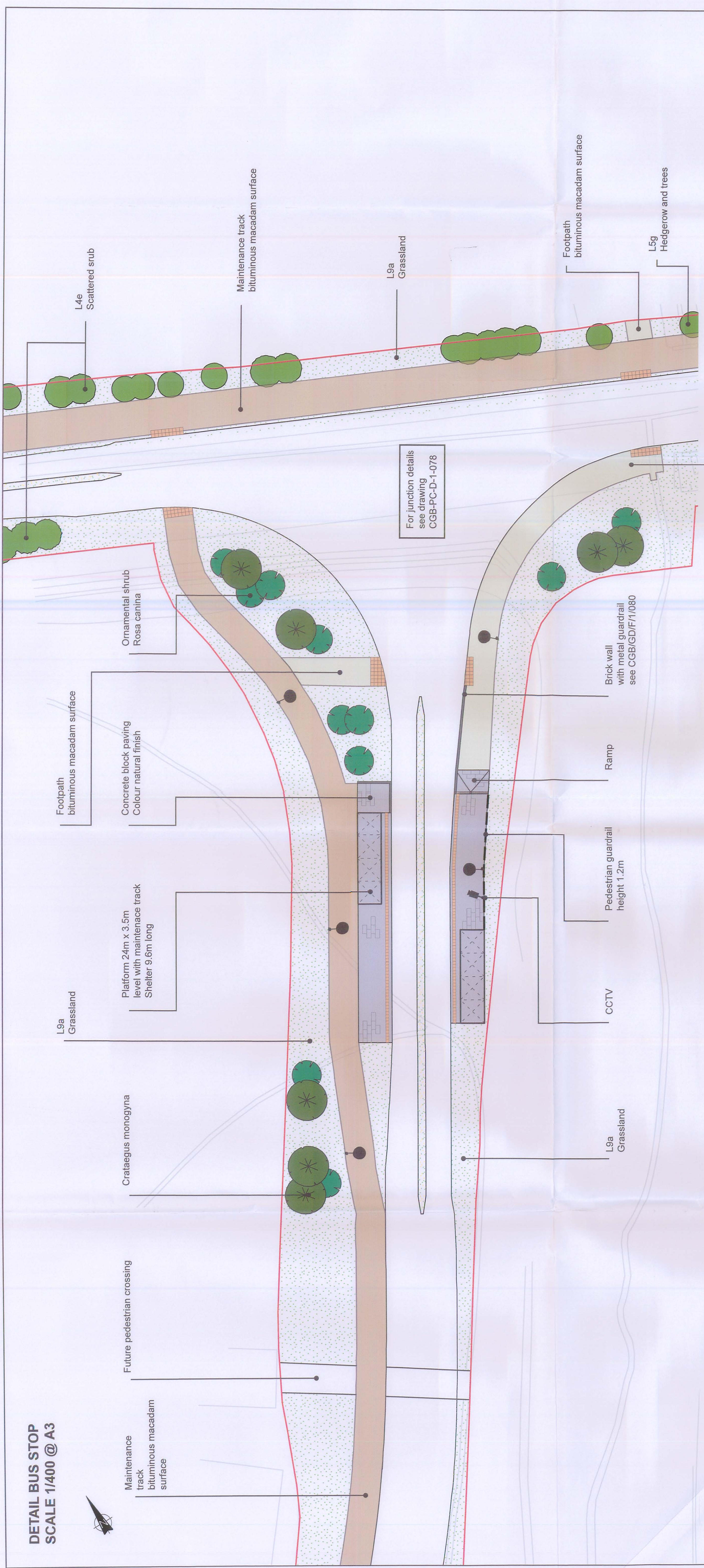
Two submissions require Committee consideration:

**A. CONDITION 3(a)(i) - ARBURY PARK NORTH BUS STOP**

**Site and Proposal**

2. The site is located at the eastern end of Arbury Park at the new "T" junction between the main guideway and the new Arbury Link.

**DETAIL BUS STOP  
SCALE 1/400 @ A3**



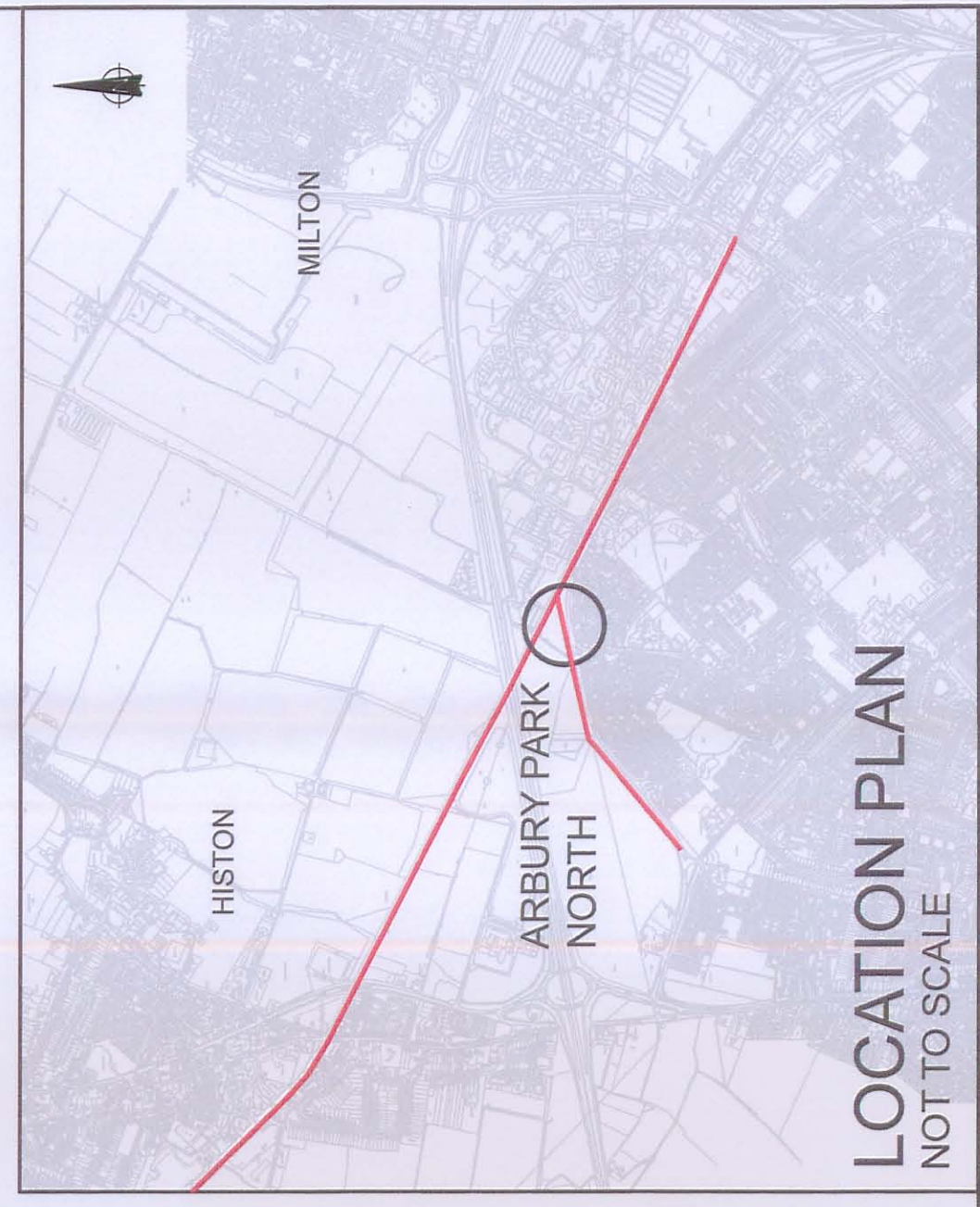
For junction details see drawing CGB-PC-D-1-078

**LEGEND**

- Site Boundary
- Lighting column
- CCTV
- Pedestrian Guardrail
- Tactile paving
- Concrete block paving colour natural finish
- Brick wall, anthracite, English bond, height 0.4m with metal guardrail, height 0.8m

**NOTE:**  
Road marking 'LOOK BOTH WAYS' has to be painted in with letters on the ground at all crossing points on entering the Guided Bus Way and the maintenance track  
Signage  
- 'GUIDED BUSWAY LOOK BOTH WAYS' sign, located every side of the Guided Busway crossing  
- '30 MPH & ALL CLEAR', Ø450mm sign 150m from crossing, both sides

**FOR PLATFORM SECTION SEE PLAN  
CGB-DES-19400-D-1-1005**



REV	DATE	BY	CHKD	APPD	NOTES
0	09.05.08	DRAFT	BS	RH	AMENDED JUNCTION LAYOUT.
1	11.06.08	REVISION 1	BS	RH	ADDED FUTURE CROSSING

CONTRACTOR	PROJECT	TITLE
nuttall	Cambridgeshire County Council	Cambridge Guided Busway
CONSULTANTS	PROJECT	TITLE
ARUP	Cambridge Guided Busway	Cambridge Guided Busway

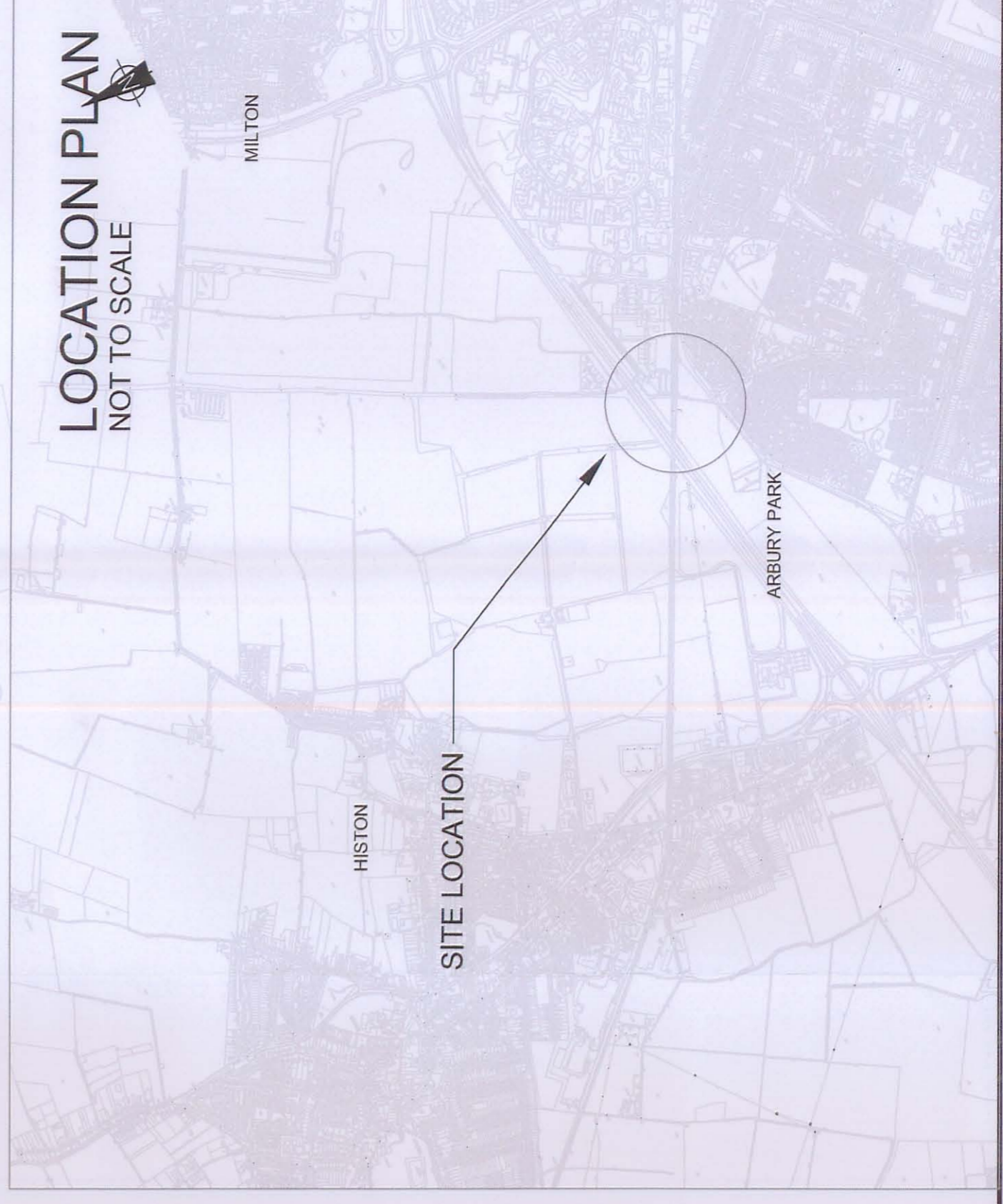
  

DATE	09.05.08	PRODUCED BY	BS
SCALE	1/400@A3	CHECKED	RH
CAD REF		APPROVED	KR
DRAWING NUMBER			

CGB.DES.81250-D-1-1010 | 1



LOCATION PLAN  
NOT TO SCALE



**LEGEND**

	GRASS
	MAINTENANCE TRACK - UNBOUND MATERIAL
	CONCRETE GUIDEWAY
	CONCRETE PAVEMENT UNGUIDED
	PROPOSED FOOTWAY/CYCLEWAY - BITUMINOUS
	8m LIGHTING COLUMN
	LOD

BASED UPON ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE  
Cambridgeshire County Council, 10/03/2005 2014  
© CROWN COPYRIGHT.

REV	DATE	BY	CHKD	APPD	NOTES
A	05/04/08	WM	OC	JTH	
ALIGNMENT CHANGED					
<p><b>CONTRACTOR</b></p> <p><b>nuttall</b>   <b>ARUP</b></p> <p>CGB Design JV   PB   ARUP</p>					
<p><b>PROJECT</b></p> <p><b>CAMBRIDGESHIRE GUIDED BUSWAY</b></p> <p><b>Cambridgeshire County Council</b></p>					
<p><b>TITLE</b></p> <p><b>ARBURY LINK JUNCTION PLANNING CONDITIONS</b></p>					
<p><b>DATE</b> 06/06/2008   <b>PRODUCED BY</b> WM</p> <p><b>SCALE</b> 1:200   <b>CHECKED</b> OC</p> <p><b>CAD REF</b> PC-D-1-078-A   <b>APPROVED</b> JTH</p> <p><b>DRAWING NUMBER</b> CGB / PC / D / 1 / 078   <b>A</b></p>					

3. The adjoining Arbury Park development comprises land parcels J1 and J2, on which reserved matters have been approved (ref S/0007/07/RM dated 4<sup>th</sup> April 2007) for 13 flats and 12 houses as affordable housing.
4. The submission, dated 19<sup>th</sup> June 2008, proposes details of design and external appearance for a bus stop on either side of the Arbury link. Each stop comprises a 24m x 3.5m platform of block paving and a shelter 9.6m long incorporating ticket machine, seating and real time passenger information display. The shelter would be constructed of a steel frame, glass panels to rear and side elevations and a clear polycarbonate roof. A CCTV camera would be positioned on the southbound platform. The scheme incorporates planting proposals.

### **Consultations**

5. **Impington Parish Council** objects:

“The bus stop should be on the northwest corner of the junction to ensure Arbury Park residents are able to get a Guided Bus going through and down Milton Road and recommend refusal unless it can be confirmed that Arbury Park residents will be able to travel down Milton Road.”

6. In a further comment the Parish Council added:

“The positioning of the bus stop preventing service east from Arbury Park to the eastern section of the Guided Busway and service remains a concern and disappointment at a missed opportunity to encourage less car use.”

7. The **Local Highway Authority** has no objections.

8. The **Landscape Design Officer** comments:

“I am concerned about the suitability of Rosa Canina as it is rather lanky when grown solo and could send out long arching, thorny sprays. However, if it is intended that they should be pruned occasionally they would be acceptable. Presumably visibility will be an issue at the junction of the two guideway tracks and so I wonder whether the shrubs should be omitted and instead single clear stemmed trees used, which can be crown lifted over the track if necessary, retaining visibility at eye level. Areas of long wild flower rich grass with closely mown edges could be used to direct people on to the paths.”

9. No comments have been received from **Cambridge City Council, or Gallagher Estates**.

### **Representations from Applicant**

10. The bus stop layout and locations are in accordance with the scheme details presented at public inquiry and are, therefore, in accordance with the requirements of the planning permission for the scheme.
11. It is not possible to move the stop to land outside the control of the County Council. Secondly, a move would be contrary to the existing deemed planning permission and Transport and Works Act Order. The County has no powers to acquire land outside the scheme. In any event land to the north of the guideway junction is already required for the Arbury development itself on one side, and on the other an Ecological Mitigation area.

12. The maintenance track/bridleway will offer a very direct route for pedestrians and cyclists to Cambridge Regional College (CRC) and Science Park.
13. The Citi 4 bus service already serves Arbury Park, CRC and Milton Road with a 20 minute frequency.
14. The Arbury Link junction with the main guideway can cater for bus movements in all directions so it is possible for a bus stopping at the Arbury North stop to turn on to the main guideway and head for either Milton Road or St Ives, and likewise busses travelling from either St Ives or Milton Road can turn on to the Arbury Link.

### **Planning Comments**

15. The planning condition does not require the Authority's approval of siting of the bus stop. This has planning permission. The condition requires approval of "design and external appearance" in the interests of highway safety.
16. The Inspector's Report into the Guided Busway inquiry, which was held between September and December 2004, concluded that the proposed stops were appropriately located to serve the main areas of passenger demand.
17. Notwithstanding the fact that the condition only requires approval of design and external appearance, there is insufficient land to the north west of the guideway junction to provide a bus stop. On the south side of the guideway development of Parcels J1 and J2 is nearing completion. J2 largely comprises a 3 storey block of flats. A re-routed ditch to the north of the building would be approximately 4m from the guideway. On the north side is an approved Landscape and Ecology Mitigation (LEM) Area M, which comprises a 0.35 hectare triangular piece of land between the guideway and the A14 Trunk Road.
18. I have no objections to the design and external appearance of the bus stop.

### **Recommendation**

19. Subject to the comments of the Landscape Design Officer being taken into account, it is recommended that Condition 3(a)(i) be discharged in regard to the design and external appearance of the Arbury Park North Bus Stop.

### **B. CONDITION 3(a)(iv) - PEDESTRIAN ROUTES GUIDEWAY INTERSECTION AT ARBURY PARK**

#### **Site and Proposal**

20. The submission, dated 19<sup>th</sup> June 2008, proposes details of design and external appearance of pedestrian routes at the guideway intersection with the Arbury Link adjoining and north east of the Arbury Park Bus Stop.

### **Consultation**

21. **Impington Parish Council** recommends refusal as "public consultations had indicated maintenance track would be tarmacked and suitable for cycles. Plans now say unbound material".
22. The **Local Highways Authority** has no objections.

23. The **Landscape Design Officer** has commented:

"I suggest that the corners of the junctions of footpaths and the maintenance track are rounded off where people movements involve changes of direction. Inevitably they will cut the corners and wear muddy patches in these places. The path from the maintenance track leading to the crossing adjacent and north of the west platform should probably be divided into two paths recognising the separate desire lines. One should lead towards the access to the adjacent housing and the other to the crossing over the main guideway so that a triangle is formed with the maintenance track. Cyclists will be using this route and they always cut corners. The triangle could be grassed and the adjacent planting moved slightly to accommodate the paths.

I see that the landscape plan for the adjacent housing at Arbury Park shows a hedge against the north west boundary of the guided bus land, and the housing lies very close behind this. I would prefer therefore to see the footway pulled back towards the kerb to match that on the opposite side of the busway. This would leave a more satisfactory rooting area for the trees and shrubs and allow the light to be pulled further away from the dwellings. A more generous buffer of vegetation will be possible on this corner and pedestrians will feel safer at night, not having to walk between a hedge and groups of shrubs and trees.

I should still like to see the design chosen for the lights. Is it really necessary to have 8m columns at the bus stops where they are closer together? Assuming that the appropriate lighting levels would be achieved, coming down to a shorter column here would create a more pedestrian-friendly feel."

24. **Cambridge City Council** has not commented.

### **Planning Comments**

25. The applicant has accepted that the drawing is incorrect in regard to the surface material of the maintenance track. It should read "bituminous" as annotated on the Bus Stop drawing. Equally the pedestrian/cycle paths at the junction will be bituminous, 3m wide and will have uncontrolled crossings of the guideway and Arbury Link. The junction will be lit.
26. The proposed footpath on the south west side of the junction will be close to the proposed boundary planting on the Land Parcel J2. The plans contain no indication of finished levels. The applicant on Parcel J2 wishes to amend the boundary treatment but it is difficult to agree details in the absence of known finished levels. In view of comments from the Landscape Design Officer, I shall discuss further the detailed alignment of these paths.

### **Recommendation**

27. Subject to reconciling levels with boundary treatment on Land Parcel J2 and agreeing the exact alignment of the paths, it is recommended that Condition 3(a)(iv) be discharged in regard to design and external appearance of pedestrian routes at the proposed Guideway Intersection at Arbury Park.

**Background Papers:** the following background papers were used in the preparation of this report:

- Planning File Ref: C/6/9/1A
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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