

## **SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee

7<sup>th</sup> October 2009

**AUTHOR/S:** Executive Director (Operational Services) / Corporate Manager - Planning and Sustainable Communities

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

### **Discharge of Condition 5 - Lighting Cambridgeshire Guided Busway**

**Recommendation: Approval**

#### **Notes:**

**This submission has been reported to the Planning Committee for determination because the officer recommendation of approval is contrary to objections raised by Parish Councils.**

#### **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. Condition 5 reads:
  - (a) Details of the lighting system and switching arrangements proposed at all stops and along the off-highway sections of the route and to new and replacement footpaths, cycleways and bridleways shall be submitted to and approved in writing by the local planning authority before that part of the development is brought into operation;
  - (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.

Reason: in the interests of safety of users and visual and residential amenity.

#### **Site and Proposal**

2. The submission, attached to a letter dated 15<sup>th</sup> June 2009, proposes details of the lighting arrangements at bus stops on the Guided Busway. Technical electrical specifications have been submitted. In addition the following information has been provided:

“Street lighting lamps have lower half clear and upper half solid to ensure light emits downwards only.

Switching is by light sensors (PECU) for night-time illumination only (dusk to dawn).

Bus shelter lighting is switched in the same manner. Fittings are angled to cast light downwards and across platform avoiding upward lighting as much as practicable.

Details of Lighting installed at Bus Stops on the Cambridge Guided Busway:

Swavesey Bus Stop: 2 Lamp Columns.

Oakington Bus Stop: 12 Lamp Columns.

Histon and Impington: 11 Lamp Columns.

Arbury North Bus Stop: 2 Lamp Columns.

Cambridge Regional College Bus Stop: 11 Lamp Columns.

Science Park Bus Stop: 6 Lamp Columns.

Arbury South Bus Stop: 4 Lamp Columns.

There are no Lamp Columns on the proposed Maintenance Track or any Cycleway/Footpath on the Cambridge Guided Busway.”

### **Consultations**

3. The Parish Councils of Milton, Impington, Histon, Oakington and Westwick, Longstanton and Swavesey, the Orchard Park Community Council and the Environmental Health Officer were consulted.
4. **Histon Parish Council** recommends refusal based on:

“Lights should cease operation when buses not operating (currently proposed to be illuminated dusk till dawn). To avoid over-illumination Council suggest provision of solar lighting.

Solar lights along maintenance/cycle track preferable - important it should have **some** lighting.

Plans of siting required and better specifications, including standards of lights to be provided in bus stop.”
5. **Impington Parish Council** recommends refusal based on:

“Lack of detail and specificity e.g. siting details, so difficult to comment on suitability.

Committee question the need for dusk to dawn lighting when service due until Midnight only, although acknowledging may be sensible to leave on at some key sites.

Disappointment that no lights on maintenance/cycle track, cyclists needing illumination support.”
6. No other Parish Council comments have been received.

## **Representations**

7. The Parish Councils have forwarded comments from a resident of 13 Villa Place, Impington. Having experienced the column lights turned on at the St. Ives bound Histon/Impington bus stop for a period at the end of July, he objects to the unacceptable light sources shining into his back bedroom and living room and into his rear garden, causing a privacy and security problem. He requests that the height and number of lamps be reduced and the bulbs are shrouded to stop light escaping far from the platform.
8. In response to the above comments from Histon and Impington Parish Councils, the Project Manager states:
  - “1. The Bus Stop Lighting is to remain on from Dusk to Dawn as a security measure in conjunction with the CCTV System to prevent vandalism to the ticket machines and other equipment.
  2. Solar Lighting at the stops has been investigated but there is currently no Solar Powered Equipment available to meet the operating requirements of the equipment installed at each stop.
  3. All practicable means have been taken in the design of the Bus Stop lighting to counter Light Pollution.
  4. The deemed Planning Condition for the approved scheme does not cover lighting of the cycleway.
  5. The specification supplied with the original submission was an abstract from the Contract Specification.”
9. It has also been pointed out that the County Council’s statement of case to the public inquiry said:

4.80. In order to reduce light pollution particularly in both rural and residential areas, lighting will not be included along the guideway or maintenance track between junctions.”

Therefore it doesn’t form part of the scheme considered at the Public Inquiry and by default is not covered by the planning permission.
10. In response to the comments from the occupier of 13 Villa Place, the County Guided Bus Team agreed that it would check the lighting levels meet the specification and look into providing shielding. The specified levels of lighting are quite high at the stops and are based on Disability Discrimination Act requirements for railway stations.

## **Planning Comments**

11. The details of the design and external appearance of each of the above bus stops have been approved and the relevant condition 3(a) discharged in regard to these stops. The approved details include the number and siting of lamp columns.
12. Lighting within the bus shelters is necessary for safety and security reasons. Each shelter has four lights wired, although only two will be in use and the level of illumination will be reduced from 250 to 120 lux. I do not consider it unreasonable on

security grounds or unacceptable for the shelters to be lit using photo-electric control units outside the hours of bus operation.

13. There is no requirement for the maintenance/cycle track to be lit except at road junctions, where schemes have been approved under condition 3(a). For the most part the Guideway passes through open countryside where lighting would be undesirable and intrusive. However, in the bound section between Park Road, Histon and Milton Road, I have asked the County Council to consider installing solar lights as part of its own surfacing contract for that length of the maintenance track/cycleway.
14. The St. Ives bound bus stop is very close to properties in Villa Place. As a consequence of the problems experienced by one of the residents, who clearly also writes on behalf of nearby residents, I have asked BAM Nuttall Ltd to look again at the lighting proposals at this stop, including installing shields to the lanterns and re-assessing the number and height of the lighting columns.

### **Recommendation**

15. Subject to the resolution of the problems experienced at the St. Ives bound Histon/Impington stop, it is recommended that condition 5 be discharged in regard to the details of the lighting system for all stops in accordance with the details submitted by letters dated 15<sup>th</sup> June and 3<sup>rd</sup> August 2009 subject to the use of full cut-off luminaires in accordance with Institution of Lighting Engineers standards. It is also recommended that the County Council be formally requested to consider installing solar lights within the bound section of the maintenance track/cycle way.

**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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