

**From:** [REDACTED]  
**To:** [TRANSPORTINFRASTRUCTURE](#)  
**Subject:** Network Rail (Cambridge South Infrastructure Enhancements) Order  
**Date:** 10 July 2021 15:56:49

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TO THE SECRETARY OF STATE FOR TRANSPORT

Sir,

Whilst I am a supporter of Cambridge South Station in principle, I shall be pleased if you will consider modifying and clarifying the proposals in line with the following;

#### HOBSON'S PARK

##### POWERS OF LIMITED TEMPORARY USE OF LAND AND ACQUISITION RIGHTS DEEMED PLANNING PERMISSION

The following commentary is targeted at the amount of land being taken in Hobson's Park - reference the drawings submitted for Acquisition Rights (albeit temporarily) and the site boundary shown on the drawings submitted for Deemed Planning Permission.

Only part of Hobson's Park is currently open to the public – the part that lies south of the Guided Busway and north of Addenbrookes Road. The proposal is to take well over half this area along a site boundary between 100m and 350m remote from the site works. Whilst it is acknowledged construction works need space for their implementation (together with consequential re-landscaping), the amount of space currently being proposed seems inordinately large and unnecessary. Indeed compared to tight city centre sites (say for example, those around recently restored and modernised London termini), it is excessive. Scrutiny of the line for the proposed site boundary suggests it has been chosen for no other reason than to follow a network of pedestrian paths within the Park unrelated to and detached from the proposed works. The irrelevance of this boundary is nowhere more evident than along the north side of Addenbrooke's Road where no construction or landscape work is contemplated. **Please would you reconsider the Acquisition Rights (temporary though they may be) and the Planning Permission Site Boundary as currently proposed.**

#### HOBSON'S PARK

##### MAINTENANCE ACCESS PARALLEL WITH THE RAIL TRACKS

Reached from Addenbrookes Road where the road bridges over Hobson's Brook, there is currently a track running parallel to Addenbrooke's Road. It turns through 90° and passes beneath Addenbrookes Road bridge and runs alongside the rail track boundary fence, passing beneath the Guided Bus bridge and joining an incomplete network of paths in the Recreation Area of Hobson's Park on the north side of the Guided Busway. Visually it reads as

part of Hobson's Park landscape and is enjoyed by walkers, joggers, casual cyclists and even wheelchair users from time to time. The proposals show a Maintenance Access in the same relative location; its accessibility is ambiguous. **Please would you retain the prevailing universal accessibility** - from its start point at Addenbrooke's Road/Hobson's Brook, to its route beneath Addenbrookes Road, on to the concourse in front of Cambridge South Station (west side), and beneath the Guided Busway bridge to the network of paths in the Recreation Area- so that prevailing access is maintained. Given the difficulty of navigating the deep Guided Busway rails for a wheelchair user unrestricted access beneath the Guided Busway and Addenbrookes Road is particularly important.

HOBSON'S PARK

LAND SOUTH OF ADDENBROOKES ROAD

The Maintenance Access referred to above is apposite

The compensatory land acquisition proposed is to be applauded, but access to it, as currently shown on the Deemed Planning Permission drawings, is less than satisfactory. Whilst it is acknowledged the layout of paths and landscaping on the compensatory land may be an unresolved detail at this stage, access to the land is a fundamental. A new bridge over Hobson's Brook illustrated on drawing 158454-ARC-ZZ-ZZ-DRD-LEP-000054 is referred to as only 'POTENTIAL FUTURE FOOTBRIDGE' and shows the pathways in the vicinity in broken line. Similarly connection from the maintenance access running south alongside the tracks fades out and is missing altogether. **Please would you amend the drawings so that the intent is clear and unambiguous.**

Joseph Saunders

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Howard Slatter  
Cambridge, England

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