

Cambridge South Infrastructure Enhancement

Statement of Common Ground

Between

(1) Network Rail Infrastructure Limited; and

(2) Trumpington Residents' Association

In relation to the proposed Transport and Works Act Order for Cambridge South Infrastructure Enhancements Scheme.

Date: 18 January 2022

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1. ABBREVIATIONS

1992 Act	Transport and Works Act 1992
DfT	Department for Transport
ES	Environmental Statement
NRIL	Network Rail Infrastructure Limited
SoCG	Statement of Common Ground
TRA	Trumpington Residents' Association
TWAO	Transport and Works Act Order

2. INTRODUCTION

- 2.1 This Statement of Common Ground (**SoCG**) has been prepared by the Network Rail Infrastructure Limited (**NRIL**) and Trumpington Residents' Association (**TRA**). It sets out the position between the parties in relation to the Transport and Works Act Order (**TWAO**) application submitted to the Department for Transport on 18 June 2021 for the Cambridge South Infrastructure Enhancements scheme (the **CSIE Scheme**).
- 2.2 This SoCG sets out the relationship between NRIL and TRA and has been structured to reflect topics of interest to NRIL and TRA in relation to the TWAO application for the CSIE Scheme.

3. SCHEME OVERVIEW

- 3.1 NRIL has applied to the DfT for a TWAO to construct the CSIE Scheme under the Transport and Works Act 1992 accompanied by an Environmental Statement and a request for a Planning Direction under Section 90 (2A) of the Town and Country Planning Act 1990.
- 3.2 The CSIE Scheme will provide for the construction of a new station in South Cambridgeshire and associated improvements to West Anglia Main Line and Shepreth Branch Line for the purposes of improving connectivity and capacity in the Cambridgeshire region, details of which are set out in more detail in Network Rail's application document reference NR01.
- 3.3 A public inquiry in respect of the CSIE Scheme is scheduled to commence on 1 February 2022.

4. CONSULTATION BETWEEN NRIL AND TRA

- 4.1 NRIL have consulted TRA on the CSIE scheme before making the TWAO application.

- 4.2 The TRA has provided meaningful responses to the two rounds of public consultation undertaken in January and October 2020.
- 4.3 NRIL and TRA have maintained continued engagement through exchange of email correspondence throughout the TWAO application.
- 4.4 A site visit was undertaken with representatives of NRIL and TRA on 3 December 2021, representatives from Cambridge Past Present & Future and Cambridge City Council also attended.

5. TRA POINTS OF OBJECTION

- 5.1 TRA issued a letter of objection (the ‘objection letter’) to the DfT Transport Infrastructure Planning Unit dated 30 July 2021 (**Appendix 1**), detailing TRA’s concerns regarding the impact of the proposed TWAO which have been summarised below:
 - (a) Purpose of the station
 - (b) Adverse Effects on Hobson’s Park
 - (i) Temporary Adverse Effects on Hobson’s Park
 - (ii) Permanent Adverse Effects on Hobson’s Park
 - (A) Proposed shared use path to the western station building
 - (B) Proposed pedestrian access to the western station building
 - (C) Cycle parking at the western station building
 - (D) Electricity sub-station and rail systems enclosure
 - (E) Maintenance track within the western boundary of Hobson’s Park
 - (F) Compensation for loss of Hobson’s Park land – “Exchange land”
 - (c) Adverse Effect on Nine Wells Local Nature Reserve
 - (d) Transport Context – Highways and Public Transport
- 5.2 The TRA letter dated 30 July 2021 was subsequently re-issued on 20 August 2021 to the DfT Transport Infrastructure Planning Unit as the TRA’s statement of case.
- 5.3 NRIL responded to the TRA objection letter on 28 September 2021 (**Appendix 2**) setting out the responses to the points of objection.

- 5.4 TRA issued a response on 17 October 2021 (**Appendix 3**) to the NRIL letter dated 28 September 2021, and an addendum to the response on 24 October 2021 (included at the end of Appendix 3).
- 5.5 NRIL issued a further letter to TRA dated 19 November 2021 (**Appendix 4**), in advance of the pre-inquiry meeting held on 22 November 2021, reiterating NRIL's position in respect to the various points of objection raised by TRA. TRA acknowledged receipt of this letter on 20 November 2021, noting that its contents would be assessed carefully before the joint site visit rearranged for 3 December, meanwhile maintaining its position as stated in its objection letter of 30 July 2021.

6. AREAS OF THE TRA OBJECTION NOW AGREED BETWEEN THE PARTIES

6.1 Purpose of the Station (pages 3-4 of the objection letter)

- 6.1.1 TRA sought assurance from NRIL that the proposed Cambridge South station's primary purpose has been to serve the growing travel needs of the CBC.
- 6.1.2 NRIL have provide a specific statement in response to the TRA request, in the letter of 19 November 2021, namely:

"The proposed station at Cambridge South is a destination station primarily intended for those travelling to the Biomedical Campus. Parking is limited at the station so those wishing to use it will need to arrive on foot or by bicycle."

- 6.1.3 On the basis of this statement TRA confirm that they support the development of the proposed station, and no longer maintain this element of their objection.

6.2 Proposed shared use path to the western station building: B. The part of the path from the embankment to Addenbrooke's Bridge to the western station building (pages 7-8 of the objection letter)

- 6.2.1 TRA requested that this section of the proposed segregated path be aligned to the north of North Ditch.
- 6.2.2 NRIL set out the engineering rationale for aligning this section of the proposed segregated path to the south of North Ditch in a letter to the TRA dated 20 April 2021, stating:
- result in a greater degree of culverting of the North Ditch at both its eastern and western end through Hobson's Park and would increase the impact on the ditch itself. This is because a 4m wide bridge/culvert would be required to

accommodate the shared cycle/pedestrian path at its eastern end, and a broader station forecourt/spill-out space at its eastern end is likely to lead to a longer culvert here

- require the creation of an adversely steep-sided, heavily-engineered embankment to the North Ditch as the path must gain height as it crosses the watercourse in order to reach the platform level, which is approximately 900mm above the height of the current rails. The height of the embankment would be approximately 3.0m at its maximum point

6.2.3 TRA accept the rationale put forward by NRIL and no longer maintain this aspect of their objection to the TWAO application.

6.3 Proposed pedestrian access to the western station building (pages 8-9 of the objection letter)

6.3.1 TRA previously requested that NRIL install specific measures to prevent misuse of this path by cyclists to access the western station building.

6.3.2 NRIL and TRA have agreed that the more appropriate solution is to correctly sign the main cycling routes with appropriate way finding signs and install 'no cycling' signs on the other points of entry into the park. NRIL has also agreed this with Cambridge City Council and Cambridgeshire County Council, the relevant statutory bodies.

6.3.3 NRIL propose to amend the Request for Deemed Planning Permission conditions to include the requirement for the details of the way finding signs and 'no cycling' signs to be submitted to the Local Planning Authority for approval.

6.3.4 NRIL commit, subject to approval of the discharge of planning condition application by the Local Planning Authority, to install the way finding signs and 'no cycling' signs prior to the Cambridge South station being opened.

6.4 Maintenance track within the western boundary of Hobson's Park (pages 12-13 of the objection letter)

6.4.1 TRA objected strongly to the creation of a western maintenance/emergency vehicle track as an unwarranted intrusion into and loss of Park land.

6.4.2 NRIL clarified its requirement and proposed use of the maintenance access in the letter to TRA dated 19 November 2021, stating that NRIL maintains its proposals in

respect of the right to access the western side of the station via the route delineated as Land Parcel 008 on the Deposited Plans (NR9) with the TWAO application.

- (a) This access route is required to enable localised maintenance activities to be undertaken on an ad hoc basis, NRIL have also included the right to set up a small compound (as and when required) adjacent to the western station forecourt to facilitate the maintenance activities. Network Rail has discussed this issue with the landowner and Cambridge City Council who have not objected to the proposals.
- (b) NRIL advised TRA that no permanent surfacing will be installed, due to the infrequent nature of the requirement to access the station for maintenance purposes. However, as certain maintenance activities will require vehicles, plant and materials to be delivered to the western side of the station e.g. landscaping maintenance, fencing repairs, replacement of cycle stands etc. Network Rail does need to secure the rights to access over the park.
- (c) NRIL confirmed that in the unlikely event that damage is caused within the park as a result of maintenance activities, NRIL will repair the damage to the satisfaction of the landowner and Cambridge City Council (as leaseholder and maintainer of the park)

6.4.3 TRA confirm that they no longer object to this element of the proposed scheme on the basis that specifically only “localised maintenance activities to be undertaken on an ad hoc basis” and “no permanent surfacing will be installed, due to the infrequent nature of the requirement to access the station for maintenance purposes.”

6.5 Compensation for loss of Hobson’s Park land – “Exchange land” (page 13 of the objection letter)

6.5.1 TRA requested that the “Potential future footbridge” shown at the eastern end of the exchange land is provided by NRIL as part of the development and that this is made a condition of the Order and deemed planning permission.

6.5.2 NRIL propose to amend the Request for Deemed Planning Permission conditions to include the requirement for the details of a footbridge to be provided over the Nine Wells Stream to be submitted to the Local Planning Authority for approval.

6.5.3 NRIL commit, subject to approval of the discharge of planning condition application by the Local Planning Authority, to install the new footbridge and bring it into use at the point that the “Exchange Land” is made available for public use.

6.5.4 TRA confirm that they no longer object to this element of the proposed scheme based on the commitments provided by NRIL.

6.6 Adverse effect on Nine Wells Local Nature Reserve (page 14 of the objection letter)

6.6.1 TRA raised a concern about the proximity and impacts of the proposed temporary construction compound (CC1) south east of Addenbrookes Road to the Nine Wells Local Nature Reserve, stating that the proposed temporary compound was only a minimum of 30m from the Nine Wells Local Nature Reserve.

6.6.2 NRIL provided clarification that the minimum distance between the proposed temporary construction compound (CC1) and the Nine Wells Local Nature Reserve is 75m not 30m. NRIL also confirmed that National Cycle Network Route 11 would be temporarily diverted round the edge of CC1 with the diverted route having the same width as the current route.

6.6.3 TRA confirm that they no longer object to this element of the proposed scheme based on the additional clarifications provided by NRIL.

7. AREAS OF THE TRA OBJECTION NOT YET AGREED BETWEEN THE PARTIES

7.1 Proposed shared use path to the western station building: A. The part of the path from the Cambridge Guided Busway to the embankment to Addenbrooke's Bridge (page 7 of the objection letter)

7.1.1 NRIL are currently in discussion with relevant statutory bodies regarding the alignment, design and potential adoption of the proposed segregated pathway leading to the western station building.

7.1.2 NRIL can confirm that the proposed TRA alignment for this section of path, to which NRIL does not object, is one of the options being considered by the relevant statutory bodies, and that it is actively working to confirm a revised alignment with those bodies.

7.1.3 NRIL will update TRA on the conclusion of the discussions with the relevant statutory bodies.

7.2 Temporary Adverse Effects on Hobson's Park (pages 5-6 of the objection letter)

7.2.1 Significant progress has been made due to the proposed temporary acquisition of land in the Park being reduced from 35 % to 17 % , and the decision to retain the existing trees in situ during construction rather than their being lifted, replanted temporarily and then restored.

7.2.2 This aspect of TRA's objection now centres on TRA's assessment of NRIL's awaited response to the following question raised by email on 3 December 2021, namely:

- (a) What construction activities are planned to take place in and from the western station building compound and, similarly, what construction activities are planned for the eastern station building compound? Will there be fabrication activity at either or both?

7.3 Cycle parking at the western station building (pages 10-11 of the objection letter)

7.3.1 NRIL's proposed 50:50 split of the cycle parking spaces between the eastern and western sides of the station is not agreed by the TRA, nor is the proposed design of the cycle parking canopy at the western station building.

7.3.2 The TRA require a significant movement towards Cambridge University Hospitals NHS Foundation Trust's position of 70 % of cycle spaces on the eastern side of the station.

7.3.3 The TRA objects to the intrusive nature of the proposed cycle parking as shown in Drawing 158454-ARC-ZZ-ZZ-DRG-LEP-000081 and in Figure 5-11 of the Design & Access statement, "Example of a landscaped cycle parking canopy with controlled lighting". NRIL has indicated that the illustration was produced for use in the public consultation events in 2020 and may not be an accurate representation of its current intention for the western building following further design development post application of the TWAO.


7.3.4 NRIL undertake to discuss the detailed design and layout of the cycle parking with all concerned stakeholders prior to the formal submission to the Local Planning Authority to discharge the deemed planning condition for the design and layout of Cambridge South Station.

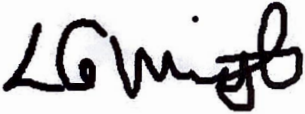
7.4 Electricity sub-station and rail systems enclosure (pages 11-12 of the objection letter)

- 7.4.1 TRA strongly object to NRIL's currently proposed location and are seeking amendments to locate the enclosure closer to the railway line out of the direct line of site to White Hill which forms part of the Gog Magog Hills and away from Hobson's Brook, while also reducing the length of the High Voltage and Signalling cables that run from the compound to the railway corridor.
- 7.4.2 TRA have accepted NRIL's objection to, though not all the supporting reasons for, locating the enclosure beneath Nine Wells Bridge.
- 7.4.3 NRIL are currently reviewing the design and location of the enclosure and undertake to provide an update to TRA once this has been concluded.
- 7.5 Transport Context - Highways and Public Transport** (pages 14-15 of the objection letter)
- 7.5.1 TRA accept that NRIL does not have direct responsibility to provide bus stops on Francis Crick Avenue to serve the station.
- 7.5.2 However, TRA maintain that it is not acceptable that at present the combined proposals of NRIL for the station, the Greater Cambridge Partnership for Cambridge South East Transport, and the Cambridge Biomedical Campus for the Campus result in one bus stop on Francis Crick Avenue southbound on the opposite side of the road from the station on the other side of the dedicated guided busway as well as the two carriageways - and there is no guarantee that ordinary buses will be able to use the stops on the dedicated busway.
- 7.5.3 TRA requests that NRIL will arrange satisfactory assurances with the other two parties to this matter so that the new station will have adequate bus interchange facilities.

9. AGREEMENT ON THIS STATEMENT OF COMMON GROUND

This Statement of Common Ground has been jointly prepared and agreed by:

Trumpington Residents' Association	
Name:	David Plank
Signature:	
Position:	Member
On behalf of:	Trumpington Residents' Association
Date:	18/01/2022

Network Rail Infrastructure Limited	
Name:	Lewis Wingfield
Signature:	
Position:	Sponsor
On behalf of:	Network Rail Infrastructure Limited
Date:	18/01/2022

APPENDIX 1 – TRA LETTER OF OBJECTION DATED 30 JULY 2021



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Cambridge South Station – Application by Network Rail for “The Network Rail (Cambridge South Infrastructure Enhancements) Order 202[X]”, June 2021

OBJECTION

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OBJECTION

Introduction

Trumpington Residents' Association ("the Association") recognizes the need for a station to serve the growing travel needs of the Cambridge Biomedical Campus (CBC) and achieve necessary modal shift from undue reliance on the private car which congests Trumpington's roads causing harm through pollution, delay to the bus service and unwanted commuter parking in residential areas. The Association's Objection is not to the station itself but to specific aspects of the proposed development which require modification or mitigation. Our grounds and proposed remedies are set out below.

GROUND'S OF OBJECTION

Purpose of the station

From its inception the station's primary purpose has been to serve the growing travel needs of the CBC. As stated to the Association in 2016, the station is -

"... primarily intended for those travelling to the Biomedical Campus, be that patients, visitors or people working on the site. However, people wishing to catch trains will be able to do so, but they will only be able to do so on foot, bus, or by bike as we are not proposing to provide any general car parking."

[Email to the Association of 6th June 2016 from Cambridgeshire County Council's Service Director Strategy and Development.]

This assurance has been repeated to us at various times, for example, "The type of station remains unchanged", and "basic principle of an essentially non-car station continues".

[Emails of 28 & 29th April 2017]

It is on this basis, and this basis alone, that the Association supports the proposed station. It is primarily a destination not an origin station which supports the permitted development of the Biomedical Campus while restraining and diminishing growing traffic on Trumpington's roads. This essential principle would be eroded to the detriment of Trumpington and neighbouring areas, should it stray from this purpose towards becoming an origin station which would draw yet more traffic on to our congested roads.

Despite our representations in the public consultations to date, Network Rail's application continues to cause concern that unacceptable mission drift is likely to occur. [TRA responses to consultation: 28 February 2020, pages 1&2, and 23 November 2020, pages 1&2] For instance, the Design and access Statement emphasizes that in addition to serving the Campus:

"The station will provide direct access to potential routes on the rail network for those in South Cambridgeshire, as well as better connections across the southern fringe of the city." (Our emphasis) [Design and Access Statement, Executive Summary, page v]

"... (Department for Transport) ... objectives that the proposed Development is to achieve: ...

- Reduce reliance on central Cambridge transport infrastructure (which we understand to mean Cambridge Station); and
- Be capable of integrating with and enhancing the opportunities presented by Thameslink and East West Rail to support development of the Biomedical Campus as part of the Golden Triangle life sciences cluster."

[Design & Access Statement, paragraph 1.5.4, page 2]

What was originally described to us as "a halt" for the Campus, is in danger of getting out of hand, with the inherent risk not only of it becoming an origin station attracting inward commuting from South Cambridgeshire to travel elsewhere but also of relieving the pressure on Cambridge Station itself by becoming a significant interchange station. **We strongly object** to these anticipated departures from the station's original and proper purpose with all the risks they would entail were they to be agreed, including demand in the future for yet more appropriation of land from Hobson's Park as the station's facilities became overstretched.

We ask that the Order and Deemed Planning Permission, if granted, should be **on condition** that the station's purpose is restricted primarily to serving the travel needs of the staff, patients and visitors to the health and life sciences organizations located on the Cambridge Biomedical Campus, with a secondary benefit to **local** residents accessed only by public transport/active travel except for people with mobility difficulties unable to use public transport, walk or cycle to get to the station. **We also ask** that the Order includes **a further condition** that no additional demands on land in Hobson's Park or other parts of the "strategic green corridor that extends from the Chalk Hills to Long Road along the Vicar's Brook/Hobson's Brook corridor", which also includes Nine Wells Local Nature Reserve, will be countenanced without prior public consultation followed by application for a new TWA Order and Deemed Planning Permission. [Cambridge City Local Plan 2018, Policy 18, page 71]

Adverse Effects on Hobson's Park

The Association **strongly objects** to aspects of the application which, if granted, would harm key parts of the "River Corridor - Hobson's Brook/Vicar's Brook" which "runs approximately north-south for three kilometres and includes Empty Common and the Botanic Garden. The first stream to flow into the River Cam above Cambridge is Vicar's Brook." It is "a defining Character of Cambridge." [Landscape Character Assessment, 2003, 3.1.5, pages 28 & 41-43, which has been adopted as a material planning consideration; and Cambridge Local Plan

2018, Policy 4, Green Belt, pages 28-30] This Corridor includes Hobson's Park - and Nine Wells Local Nature Reserve which is addressed distinctly below.

It is important to note that Hobson's Park with its bird reserve and essential link in the Vicar's Brook/Hobson's Brook "wildlife corridor", was created in mitigation of the substantial land taken out of the Green Belt in the 2006 Local Plan to provide for growth in the substantial Clay Farm, Glebe Farm and Bell School/Ninewells developments - matched elsewhere in the Cambridge Southern Fringe by the Trumpington Meadows Country Park relating to the Trumpington Meadows development. Consequently, there is **very strong feeling** amongst residents against diminution of that mitigation – either temporary or permanent - to meet the Cambridge Biomedical Campus's growth needs. This feeling is firmly supported by key provisions in the 2018 Local Plan:

"Policy 4: The Cambridge Green Belt

... 2.51 The Green Belt preserves the unique setting and special character of the city and includes green corridors that penetrate deep into the urban and historic heart of Cambridge ... The Green Belt is one of the key elements that contribute to the symbiotic relationship between high quality of life, place and economic success of Cambridge...

2.53 Significant land was taken out of the Cambridge Green Belt in the 2006 Local Plan... (and) allocated as part of the growth strategy, which involved the delivery of urban extensions and enhancement of corridors and edges of the remaining Green Belt. Meeting the need for growth, these sites are now being delivered...

2.54... the remaining areas of Green Belt have increased in value as they are now closer to the city's edge and less Green Belt land remains to perform the unique roles played by the Cambridge Green Belt... (which) is a critical asset for Cambridge in forming the important setting for a compact, historic city and contributing to the high quality of life and place enjoyed here."

[Cambridge Local Plan 2018, pages 28 & 29]

It is in this context that Network Rail's application must be assessed.

Temporary Adverse Effects on Hobson's Park

It is unacceptable that Network Rail's application, if granted, would remove from public use for upwards of two years 35 per cent of Hobson's Park for construction purposes.

[Public Open Space Assessment, paragraph 5.1.3, Figure 2, & paragraph 5.1.6]

The Association has consistently argued that the proposed size of the western station building construction compound is excessive and should be reduced significantly, as should the extent of the proposed temporary construction area, the vast majority of which is inappropriately proposed on the western side of the railway in Hobson's Park. [TRA

Responses to Network Rail consultations 28 February (page 9), 31 August (pages 5-6) and 6 October 2020 (pages 1-2)] But to no avail to date as the "Station Compound CC3" proposed on the western side of the railway remains unchanged and much larger than the "Temporary Site Compound for Station Work, CC6" proposed on the eastern side where the main station building is to be located. Similarly, no reduction has been made in the excessive temporary construction area proposed on the western side of the railway in Hobson's Park. **We object strongly** to this.

In response to our representations, Network Rail says there is not sufficient land on the eastern side of the railway to increase the size of the eastern building construction compound and provide for the temporary storage of excavated material. It says –

"Land parcels on the Campus on either side of Francis Crick Avenue have been explored for temporary use, *but it has not been possible to secure the use of these as temporary construction compounds.*" (Our emphasis) [Network Rail letter 11 January 2021, sixth page]

In other words, there *is* sufficient land on the eastern side but not the will on Network Rail's part to insist by means of compulsory purchase or otherwise that it should be provided in support of the station's construction by the organizations on the Biomedical Campus. While Network Rail is willing to compulsorily appropriate land from Hobson's Park, which is adversely affected by the proposed station, it is not willing to compulsorily acquire land from organizations on the Campus for whose benefit the station is to be built. **We object strongly** to this and to its de facto statement by Network Rail that Hobson's Park land is of lesser value than land in the Biomedical Campus – and that because it is public open space it is freer for construction use than Campus land notwithstanding the large disbenefit to the public it would entail for a significant period of time. **This is not acceptable.** The Park's status in the Local Plan described above and in the affections of residents, should give it much greater protection than Network Rail proposes.

We ask that the temporary land acquisition proposed in Hobson's Park is significantly reduced through a large reduction in the size of the western station building construction compound and in the temporary construction area. This would be consistent with the spirit of the Environmental Statement, reduce the need for the extensive "Area-specific mitigation" envisaged by Network Rail and reduce the extent now proposed of mature trees and shrubs having to be removed, including trees planted by pupils of Fawcett School nine years ago. [Environmental Statement, Landscape & Visual, 13.4 Design & mitigation, pages 13-42 & 13-43]

Permanent Adverse Effects on Hobson's Park

Despite its location alongside the railway, Hobson's Park is a tranquil place much used by families and individuals for quiet recreation, tending the allotments and observation of the flourishing bird reserve. Cycling in the park is limited and unobtrusive, making this one of

the few areas where pedestrians dominate and do not feel the need to watch out for their safety. The Association wishes this much valued quality and the overall integrity of Hobson's Park to be retained. **We object to the following permanent features** of Network Rail's application which put this at risk.

Proposed shared use path to the western station building:

A. The part of the path from the Cambridge Guided Busway to Addenbrooke's Bridge embankment

We object strongly to the alignment proposed by Network Rail for this part of the proposed shared cycle/pedestrian path from the Cambridge Guided Busway to the western station building. [Design and Access Statement, Movement & Access, pages 21, 32, & Appendix B, Parameter Plans. Also, Drawings 158454-ARC-ZZ-ZZ-DRG-LEP-000052 & 000100] This is due to its excessive and unnecessary intrusion into the Park - and the Park land it would consequently remove from public use through its creation of a barren and inaccessible strip between the existing shared use path from the Guided Busway to Addenbrooke's Bridge embankment and the proposed new shared use path. [See Drawing 000052 in particular] In addition, as the proposed path would be lit as well as the existing guided busway path, it would unnecessarily increase light pollution in a biodiversity sensitive location when a more environmentally sustainable solution is to expand the existing busway path thus allowing use of its existing lighting. [Design & Access Statement, Lighting, paragraph 6.6.2, page 43]

We propose that the existing shared use path from the Cambridge Guided Busway to the beginning of Addenbrooke's Bridge embankment is widened to provide necessary capacity at peak times, branching off to the western station building shortly before the ascent to Addenbrooke's Bridge. This proposal has been made to Network Rail a number of times but has not been taken up for reasons which have not been explained adequately. We have been told that a statutory consultee is "not supportive" of it but despite repeated requests, have not been told which statutory consultee has objected, to what and for what reason.

This is unsatisfactory. [Network Rail letters 11 January 2021, second page, and 20 April 2021, first and second pages – in response to the Association's letters of 23 November 2020 & 21 January 2021, and Email of 23 April 2021]

B. The part of the path from Addenbrooke's Bridge embankment to the western station building

Of the two alternatives the Association proposed to Network Rail for this part of the proposed path during public consultation, **we prefer** it to run from the Addenbrooke's Bridge embankment along the northern edge of North Ditch, thereby significantly reducing its intrusion into Hobson's Park and avoiding any loss of existing trees and shrubs in the north east corner of the site. However, **we note** Network Rail's reasons for not choosing this option:

(It would) “result in a greater degree of culverting of North Ditch... require the creation of an adversely steep-sided, heavily engineered embankment to the North Ditch... and probably lead to a greater number of people attempting to traverse the slope of current busway embankment, and create a worn desire line...” [Network Rail letter 20 April 2021, pages 1-2]

This is **not entirely convincing** to us, as a visual representation of what it would look like has not been shared, nor has information been given on any adverse effect on North Ditch as a result of the greater degree of culverting. **We ask** that Network Rail produces to the public inquiry a visual representation of this option together with information on the effects of additional culverting to North Ditch, and provides this to the Association and others so that a fully informed assessment can be made.

We are pleased to note that in response to our second alternative, Network Rail’s detailed design modifies its original proposal for this part of the path, taking it closer to the southern edge of North Ditch than originally proposed - thus reducing the extent of well-established trees and shrubs needing to be permanently removed. [Network Rail Public Consultation Document, October 2020, Artist’s impression, page 5] While pleasing, this is also puzzling as Network Rail’s most recent response to our representations stated:

“We have considered your proposal ‘South of North Ditch’ and have discussed this option with the relevant local authorities who are not supportive of this option.”
[Network Rail letter 20 April 2021, second page]

No further explanation was given in response to our subsequent request to which there has not been a reply. [TRA Email 23 April 2021] **We ask** that Network Rail clarifies this statement - and to ensure necessary transparency identifies the statutory consultees who said they were not supportive of this option together with their reasons.

Proposed pedestrian access to the western station building

We object to Network Rail’s proposed use of an existing pedestrian path through the heart of Hobson’s Park to provide access for “its users” to the western station building due to inadequate provision being made to prevent the path’s misuse by cyclists. We support good pedestrian access to the western side of the station using this path as well as the proposed shared path to the north of it, but **do not accept** Network Rail’s unwillingness to ensure measures are taken to prevent cyclists using the existing path as a shortcut through the Park, which would be unacceptably intrusive – and unnecessary when a good cycle path would be available nearby. [Design & Access Statement, Access, paragraph 5.2.15, seventh bullet, pages 32-33; Drawings 158454-ARC-ZZ-ZZ-DRG-LEP-000052 & 000051, southernmost path, “Existing path regraded and resurfaced to provide level access to station concourse”]

The Association’s most recent representation to Network Rail on this matter was:

"... As our consultation response said, the proposal to "raise and realign it to level access across the station forecourt ... would be a perverse incentive to cyclists to use the path". [Page 3 of our consultation response] We see a case for pedestrians being able to use the path to access the station. The issue then has to be addressed of how best to stop cyclists using it with the resultant intrusion into the Park and damage to the path's surface. We agree that steps to the station forecourt should be avoided to facilitate use by all pedestrians, but measures must be taken at the same time to prevent or discourage use of the path by cyclists. NR says that "Hobson's Park is a public space over which Network Rail has no control." [Your third page] But NR's proposal has implications for the Park for which NR does have responsibility. Therefore, **we ask** NR to address the issue of how best to prevent use of the path by cyclists in its further work and discuss a solution with us before making a decision." [TRA letter to Network Rail, 21 January 2021, pages 2-3]

Network Rail's most recent response was:

"We maintain our position for the need to realign this section of path as we anticipate that some pedestrians will approach the station from the south west. At detailed design stage we will consider further how to mitigate any perceived damage to the path's surface by cyclists that you mention." [Network Rail letter, 20 April 2021]

Network Rail's response **misses our point**. The Association has no quarrel with the raising and realignment of this section of the pedestrian path to assist pedestrian access to the western station building, nor do we want the path to be resurfaced – precisely the opposite. This was made clear in our reply to this letter to which there has not been a response. [TRA Email to Network Rail, 23 April 2021]

Network Rail's application does not address this important point. It is essential that the detailed design of the raising/realignment of the path incorporates measures to deter its use by cyclists as a shortcut to the cycle parking at the western station building. Unless this action is taken, the realigned path would represent a significant and unnecessary risk to the tranquillity of the park and to its passive recreational users. **We ask that the Order includes a specific condition requiring action to prevent misuse of this path by cyclists to access the western station building. We also ask that no action** is taken to make the surface of the path more suitable for cyclists which would be perverse; it is a passive recreation path for pedestrians and should be resurfaced as such. The application does not propose that this path should be lit - which we support, as lighting would be an unacceptable intrusion and harmful to the Park's biodiversity. For the avoidance of doubt, **we ask** that the path should **not** be lit.

Cycle parking at the western station building

The Association **strongly objects** to the proposal to provide 500 of the 1,000 total cycle spaces, including obtrusive two-tier racks, plus up to 50 spaces for gauge cycles, at the western station building. [Design & Access Statement, Figure 4.2, Access and movement masterplan, page 25; and Network Rail letter 11 January 2021, fourth page] This is an **unwarranted intrusion** into Hobson's Park - and would encourage cyclists to misuse the Park's existing passive recreation paths rather than sticking to the dedicated cycle paths, thereby disrupting the tranquil space to which we attach great value. As the Association said in our response to the second public consultation:

"The Association has consistently argued that "The main cycle access points should be on the east side of the railway accessed from Francis Crick Avenue". [TRA Response to Consultation, 28.02.20, page 5] This is consistent with our position that the eastern station building should be the main part of the station to suit its prime purpose to serve the Biomedical Campus; and to minimize harm to Hobson's Park, which it should be recalled is provided in compensation to the community for the loss of amenity arising from the Southern Fringe developments, it being unconscionable that this community compensation should be eroded in the interests of more development. Therefore, we are opposed to the suggested 50:50 split of the proposed 1,000 cycle parking spaces between the east and western station buildings, and ask that a significantly lower number than 500 is provided at the station's western building thus restricting the land take and reducing the demands of cyclists on the Park." [TRA 23 November 2020 letter in response to Network Rail consultation, page 4: See also TRA Consultation Response 31.08.2020, page 4]

The intrusive nature of the proposed cycle parking is shown in Drawing 158454-ARC-ZZ-ZZ-DRG-LEP-000081, and in Figure 5-11 of the Design & Access statement, "Example of a landscaped cycle parking canopy with controlled lighting". [page 35] A structure of this nature is **entirely unacceptable** in Hobson's Park. It is notable that the Design & Access Statement's observation that the "Hobson's Park Entrance" to the station "aim(s) to sit discreetly in the corner of the Park" makes no reference to the appearance of the cycle parking about which there is nothing that is "discreet". [paragraph 6.4.3, page 41]

Network Rail's response to our rejection of this proposal notes that:

"Our draft Transport Assessment predicts that around a quarter of the station users would come from residential areas to the west and three quarters from the east. However, more cycle users are anticipated from the west. We are restricted by the amount of space available on the east - the southern embankment of the Guided Busway bridge will need to be modified to provide space for cycle parking. The 'split' will be reviewed as the design develops at the next stage. Land on the east side of Francis Crick Avenue is committed for development by others and is not available to us." [Network Rail letter 11 January 2021]

This response is **not acceptable** in two regards. First, the assessment that more cycle users may come from the west than the east is solely a transport judgement which does not give due weight to the value and importance of Hobson's Park to the local community and the disruption which significant cycle movement through the Park would produce. Second, it is argued that because land on the eastern side of the railway "is committed for development by others", this somehow trumps any case made for protection of Hobson's Park. This is **unacceptable**. It reflects and underlines the point made above about the relative lack of value which Network Rail's application in practice attaches to Hobson's Park land – in contradiction to the requirements of the Local Plan. [Page 6 of this letter]

We ask that the number of cycle spaces to be provided at the western station building be reduced to 300 or less plus 20 spaces for gauge bicycles, and that two tier racks should be avoided to protect Hobson's Park's valued environment.

Electricity sub-station and rail systems enclosure

The Association **strongly objects** to the proposed location of an electricity sub-station and rail systems enclosure/compound in the southern part of Hobson's Park south of Nine Wells Bridge in an unduly visible position when viable alternatives exist. [Design & Access Statement, paragraph 5.1.3 & Figure 5-1, page 31; and Drawing 158454-ARC-00-ZZ-DRG-EEN-000076]

In response to Network Rail's October 2020 public consultation, we made the following comments:

"Despite the intended screening this would intrude unacceptably on the view towards White Hill, destroy the existing tree plantation, harm the significant biodiversity which currently exists, and place an unacceptable use immediately next to Hobson's Brook.

The area is populated by hares which, as explained in our earlier comments, is a rapidly diminishing species due primarily to intensive agricultural methods. [See the Association's comments on the scoping of the Environmental Impact Assessment dated 31 August 2020, page 6] It is important that harm to this population is kept to a minimum. This stretch of Hobson's Brook with its overhanging bushes/rushes provides cover for coots - and for herons to fish.

Despite its location between Nine Wells Bridge and the railway line, this is a tranquil spot which is not suited to and would be **unacceptably harmed** by the proposed location of this facility. We **ask** that an alternative, less harmful location is found for it... Less harmful locations than the current proposal under or in the immediate vicinity of Nine Wells Bridge do exist which would not be costly, and should be assessed. A further alternative for the transformer sub-station alone could be on the east side of the railway adjacent to Nine Wells Bridge embankment, in an area between the embankment and the new CSET busway screened by the Greater Cambridge Partnership's proposed landscape woodland. We are willing to share our

local knowledge of these or other options. [TRA Consultation Response letter of 23 November 2020]

Network Rail's subsequent answers to this point **fail to address adequately** our alternative proposal that these facilities be located "under or in the immediate vicinity of Nine Wells Bridge":

"We have explained the need for permanent infrastructure on the west side (of the railway) ...Hares are not protected under the Wildlife and Countryside Act 1981 and therefore do not warrant specific mitigation under that legislation. They are a priority species under section 41 of the Natural Environment and Rural Communities Act and therefore will be considered in our EIA..." [Network Rail letter 11 January 2021, fifth page]

"We have carefully considered alternative options for the proposed location of the power supply point and maintain our position that the option proposed is the correct solution... We will provide a further 10m clearance around the enclosure to allow for landscape planting to provide some level of screening... Our design is now frozen ahead of our application for a Transport and works act Order." [Network Rail letter of 20 April 2021, third page]

At no point has it been explained to the Association why the proposed location is "the correct solution" and is preferred to the alternative location we have proposed so that we may assess the conclusion reached. This is **not satisfactory**.

We ask that Network Rail's proposal that an electricity sub-station and railway systems enclosure be located as shown in Drawing 158454-ARC-00-ZZ-DRG-EEN-000076 is **rejected** and a suitable alternative location "under or in the immediate vicinity of Nine Wells Bridge" be identified for either or both elements. We appreciate the effort Network Rail has made to screen the two rail facilities with landscaping - but this is a strategically important view from Trumpington towards White Hill which forms the first part of the Gog Magog Hills stretching away from Cambridge city edge towards Magog Down, Wandlebury and beyond. A less obtrusive location should be identified to leave this view undisturbed.

Maintenance track within the western boundary of Hobson's Park

Network Rail's application claims that there are:

"... dedicated maintenance/emergency vehicle tracks... along the eastern *and* western edges of the (Hobson's) Park. Both tracks are accessed off the public highway from Addenbrooke's Road...The *western maintenance path* heads northwards along Hobson's Brook before turning east and parallel with the Cambridge Guided Busway spur into the Cambridge Biomedical Campus until it reaches the site of the proposed station." (Our emphasis) [Design & Access Statement, pages 9-10, Figures 2-7 & 4-2 on pages 10&25; and Drawing 158454-ARC-ZZ-ZZ-DRG-LEP-000041]

*There is **not** an existing western maintenance/emergency vehicle track within Hobsons Park, nor was one included in any of Network Rail's public consultations. The Association **objects strongly** to the creation of a western maintenance/emergency vehicle track as an unwarranted intrusion into and loss of Park land. There used to be a temporary construction haul road in this location on the eastern side of Hobson's Brook from Addenbrooke's Road to the old haul / farm bridge across the Brook opposite Pinnington Close and the new Clay Farm Community Garden. But this was removed by Countryside Properties when its construction purpose was complete. It is now awaiting full restoration as Hobson's Park land, and is not available for the purpose Network Rail has in mind. There is also an informal pedestrian path of cut grass from the old haul bridge to the Guided Busway, which is also on the eastern side of Hobson's Brook; and another informal cut grass path from the Busway entrance to the Park to North Ditch, but these are not maintenance tracks nor should they be. Network Rail has not explained why a western track is thought necessary. **We ask that the mooted western maintenance track is removed from the application and excluded from the Order.***

Compensation for loss of Hobson's Park land – "Exchange land"

We strongly support the compensation proposed by Network Rail for the permanent loss of 20,349m² of land from Hobson's Park and 303m² from the grounds of Long Road Sixth Form College in the appropriate form of a 20,842m² extension to the southern part of Hobson's Park. As well as providing access to this space, the proposed "private accommodation bridge crossing Hobson's Conduit" is intended also "to facilitate the closure of ... (the Duke's and Websters) level crossings" which at present provide access for the maintenance of certain rail infrastructure. [Public Open Space Assessment, pages 1-3 & 5; Design & Access Statement, Fig 4.3, page 26, and paragraphs 5.1.2 & 5.3.5, pages 31 & 34; and Drawings 158454-ARC-00-ZZ-DRG-EEN-000076 & 000041]

We ask that the "Potential future footbridge" shown at the eastern end of the exchange land is provided by Network Rail as part of the development and that this is **made a condition** of the Order and deemed planning permission. Without the additional footbridge the exchange land would be a cul-de-sac with one access only. This would not best facilitate the passive recreational use of the exchange land and would be a safety hazard in an isolated area at risk of anti-social behaviour.

Network Rail also **needs to make clear** how maintenance vehicles and personnel would access the railway infrastructure presently served by the two level crossings, using the proposed accommodation bridge and exchange land. Would the proposed field access at the southern edge of the exchange land be used for this purpose, so that maintenance vehicles would only cross the exchange land from the accommodation bridge to the field access? We assume this is the case and ask for reason of clarity.

Adverse Effect on Nine Wells Local Nature Reserve

We **strongly object** to the adverse impact on and risk to Nine Wells Local Nature Reserve during construction of the station when it would most definitely not be the case that –

“The setting of Nine Wells local nature reserve, its listed monument, and the Scheduled (site of White Hill Farm) monument are preserved.” [Design & Access Statement, paragraph 3.4.14, page 22]

Despite our strong representations in the public consultations, Network Rail is still proposing to locate the station's main construction compound (CC1) at “a minimum” of only 30 metres from the Reserve. As National Cycle Network Route 11 is to be temporarily diverted around the perimeter of the compound during construction of the station, the minimum distance may be even less. **This is not acceptable**. The Reserve is a fragile environment surrounded by potential risks including not only the proposed station but also the Greater Cambridge Partnership's Cambridge South East Transport Scheme whose dedicated busway and active travel path are to be constructed at the same time between the railway line and the Reserve. [TRA public consultation response letter 13 November 2020, page 10, and letter to Network Rail, 21 January 2021]

Network Rail's responses to date do not alleviate our strong concern. [Network Rail's letters of 11 January 2021, tenth page, and 20 April 2021, fourth page] We were assured in Network Rail's responses that –

“... proposals to protect Nine Wells Local Nature Reserve will be detailed within the Code of Practice that will form part of an appendix to the Environmental Statement within the Transport and Works Act Order application. You will have access to this documentation during the “Order Period” in order that you may comment further.” [20 April 2021 letter]

There is no reference to protection of the Local Nature Reserve in “Code of Construction Practice – Part A”, and Part B, which is referred to on page 2 of Part A, has not been found on Network Rail's website. It would be **unsafe** to proceed without robust measures in place.

We ask that the minimum amount of land between station construction compound CC1 and Nine Wells Local Nature Reserve **is increased significantly** to reduce this unacceptable level of risk; **and that a condition** is attached to the granting of the Order and deemed planning permission requiring Network Rail to include necessary provisions in the Code of Construction Practice that are satisfactory to Cambridge City Council and the Hobson's Conduit Trust as the responsible bodies.

Transport Context - Highways and Public Transport

The new station needs to have a good bus service to ensure it is accessible to all. But the application does not include measures to overcome the deficiency in this regard evident

from the Association's involvement with the Greater Cambridge Partnership's Cambridge South East Transport Scheme (CSET). At present it is proposed that there will be only one stop on Francis Crick Avenue for ordinary buses – and that this will be on the southbound not the northbound carriageway where the station will be located. Nor is there any guarantee that the dedicated CSET guided busway stops on Francis Crick Avenue will be available for use by ordinary bus services. **We object** to this unsatisfactory situation **and ask that the Order includes a condition** that adequate bus stops are made available on both carriageways of Francis Crick Avenue to serve passengers wishing to enter or exit the new station. [Design & Access Statement, 2.3 Transport Context, page 8, Public transport & Highways, page 9, and Access, paragraph 5.2.8, page 32]

An additional comment

It is **irritating** to local residents to see occasional references in the application to “Great Kneighton”. This is a Countryside Properties' marketing concept without local lineage or respect. We are Trumpington and proud of it, and **ask** that we are addressed as such. [For example, Design & Access Statement, paragraph 2.4.4, page 13] **We ask** that in future documentation all references to “Great Kneighton” are replaced with “Trumpington”.

Prepared by David Plank

For Trumpington Residents' Association

30 July 2021

**APPENDIX 2 – NRIL RESPONSE TO THE TRA OBJECTION LETTER ON 28
SEPTEMBER 2021**



David Plank on behalf of the Trumpington Residents Association

Sara Peters
Network Rail
Capital Delivery
SN1 Building
Station Road
Swindon
SN1 1DG

Submitted Electronically to:
davidplank@hotmail.com

T 07922 027295
E sara.peters@networkrail.co.uk

Ref: 158454-NWR-00-ZZ-LET-MPM-000024

28 September 2021

Dear Mr Plank

Network Rail has been sent your email correspondence and statement of Objection dated 30 July sent to the Department for Transport's Transport Infrastructure Planning Unit (DfT Ref: OBJ07). We note that you have raised objections to the Cambridge South Infrastructure Enhancements Transport and Works Act Order (TWAo) application. We set out below Network Rail's responses to the points of objection you have raised, which we have included in bold text below for clarity in the order that they were detailed in your objection statement.

Adverse Effects on Hobson's Park

Our works will utilise the minimal amount of land required to safely and sustainably construct and maintain the new station.

When planning the temporary works Network Rail needs to take into account allowances for vehicles to safely pass, allowances for storage of materials and provision of site welfare facilities. In planning the carrying out of the works we will seek to minimise use of the land during construction by phasing the delivery and removal of materials and site compounds where practicably possible whilst balancing this against reducing the amount of disruptive deliveries and setting up and locating compounds between works.

Our contractors are working on proposals to reduce the amount of materials to be stored during the construction phase and phasing the construction to deliver the works as efficiently as practicably possible which will result in using areas of the temporary land only when required for the duration of that stage of the works.

Network Rail have appointed John Murphy & Sons (JMS) as their construction partners. Since the close of the objection period JMS have looked carefully at the need for temporary land requirements within Hobson's Park and are confident that the requirement can be reduced considerably. Plans and necessary documentation is being updated to finalise the proposed reduction in land take and as soon as the plans are complete, we will share them with the Trumpington Residents Association.

***Hobson's Brook***

Network Rail has worked closely with the Hobson's Conduit Trust in respect of unlikely adverse impact to the Brook. The draft Order includes Protective Provisions for the Brook and we will continue to work with the Trust closely throughout further detailed design to ensure that impacts are captured and minimised.

Nine Wells Nature reserve

Proposals to protect the Nine Wells Local Nature Reserve are detailed in the Code of Construction Practice (Part A) Sections 6.1-6.4, appendices to the Environmental Statement within the Transport and Works Act Order application.

Proposed pedestrian access to the western station building

We note your proposal for the proposed shared use footpath to be aligned to the Guided Busway. As per our previous correspondence to you, we presented the option you describe to the Cambridge local authorities for their consideration who did not share the same view, rather their preference is that the path follows that indicated in the Order documents. The County Council and South Cambridgeshire Council particularly have aspirations for urban realm improvements such as lighting and planting around the path that they have asked Network Rail to consider as part of the proposals that are being considered and pointed out that there is within the park a 'trodden' path that indicates the route that individuals use when traversing the park from Trumpington through to the Campus area. On a recent site visit this path is clearly visible and sited in the location of the shared use path in the Order documents.

In respect of your comments about the path only being available to pedestrians, currently within the park all paths are permissive allowing cyclists and pedestrians alike to use them. Network Rail is therefore remitted to providing similar. It would be a decision for the local authority to decide whether to adopt the pathway post construction whereupon they would be responsible for the use of the path.

Cycle parking at the western station building

We note in previous correspondence to Network Rail the Association's request 50/50 split of cycle parking on west and east sides of the station.

Our Transport Assessment predicts that around a quarter of the station users would come from residential areas to the west and three quarters from the east. However, more cycle users are anticipated from the west.

As previously advised, we will review the 'split' as the design develops further and commit to engaging with local cycling groups and others including the Trumpington Resident's Association to inform that decision.

Electricity sub-station and rail systems enclosure



We have carefully considered alternative options for the proposed location of the power supply point and maintain our position that the option proposed is the correct solution.

As previously advised our Environmental Statement (ES) looked at the likely significant impacts of construction and the operational railway on people, the natural and built environment. We have committed to providing a further 10m clearance around the enclosure to allow for landscape planting to provide some level of screening. On the south west boundary with Nine Wells Conduit, a 15m strip of land has been allowed for possible landscape planting following the line of the stream.

We note you advised that the sub-station should be located beneath Nine-Wells bridge (Addenbrooke's Road). This is not possible for the following reasons:

- It would impede maintenance and operational functionality due to headroom restrictions. The height of HGV's or cranes required to install/replace compound equipment would be restricted by the bridge soffit.
- Risk of explosion/fire within compound could impact the structural stability of bridge and increase the public safety risk.
- Increased fencing requirements necessary to safeguard the public and prevent vandalism.
- Insufficient space between the bridge abutment and railway corridor for an emergency/maintenance vehicular access and Railway Systems Compound.
- Risk of errant vehicle from bridge damaging rail systems compound.
- Risk of trespass from overbridge into rail systems compound
- Public safety risk and risk of vandalism due to the High Voltage and Signalling cables that run from the compound directly to the railway corridor.
- Creates a potential obstruction to the Highways Authority carrying out bridge structure surveys

Our proposed location has been identified and selected with public and staff safety as paramount. The team are working to minimise the visual impact of the compound on the surrounding area, mitigations are in development.

Maintenance track within the western boundary of Hobson's Park

We have included the right to access the western side of the station via the route delineated as Land Parcel 008 on the Deposited Plans (NR9) with the TWAO application. This access route is required to enable localised maintenance activities to be undertaken on an *ad hoc* basis, we have also included the right to set up a small compound (as and when required) adjacent to the western station forecourt to facilitate the maintenance activities. No permanent surfacing will be installed, due to the infrequent nature of the requirement to access the station for maintenance purposes. However, as certain maintenance activities will require vehicles, plant and materials to be delivered to the western side of the station e.g., landscaping maintenance, fencing repairs, replacement of cycle stands etc. Network Rail does need to secure the rights to access over the park. In the unlikely event that damage is caused with the park as a result of maintenance activities, Network Rail will repair the damage to the satisfaction landowner and Cambridge City Council (as maintainer of the park).

***Transport Context – Highways and Public Transport***

Network Rail are working closely with Greater Cambridge Partnership in respect of collaborative working to deliver both the Cambridge South Station scheme and CSET. To that end, Network Rail are entering into a Statement of Common Ground with CSET and the Greater Cambridge Partnership to ensure that both schemes deliver the best possible outcome for users.

Trumpington NOT Great Kneighton

Your request in respect of being referred to as Trumpington and not Great Kneighton is noted.

We trust the details contained in this letter provides sufficient information for the Trumpington Residents Association to reconsider their position in respect to the objection lodged against the TWAO application. If so, we would be grateful if you would please withdraw your objection by writing to; Transport Infrastructure Planning Unit, Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR or you by email at transportinfrastructure@dft.gov.uk. Please include "Network Rail (Cambridge South Infrastructure Enhancements) Order" in the title of any correspondence.

If further information is required, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sara Peters', with a stylized flourish at the end.

Sara Peters
TWAO Consultation Manager
Network Rail
Capital Delivery

**APPENDIX 3 – TRA RESPONSE ON 17 OCTOBER 2021 AND AN ADDENDUM TO
THE RESPONSE ON 24 OCTOBER 2021**



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BY EMAIL

Sara Peters
Network Rail
Capital Delivery
SN1 Building
Station Road
Swindon
SN1 1DG

17 October 2021

Dear Sara Peters,

Cambridge South Station – Application for “The Network Rail (Cambridge South Infrastructure Enhancements) Order 202[X]

Thank you for your letter of 28 September 2021 which has been considered carefully. The Association has decided not to accede to Network Rail’s request that we withdraw our objection for the reasons given below - which are ordered under the headings used in our objection dated 30 July 2021.

Purpose of the station
(TRA Objection, pages 3-4)

Network Rail has not responded to this crucial ground of our objection and the two requests made within it. Therefore, ***this ground of the Association’s objection stands.***

Adverse effects on Hobson's Park

(TRA Objection, pages 4-13)

Network Rail's response **does not significantly diminish the harm** to "key parts of the River Corridor – Hobson's Brook/Vicar's Brook" which would result from the application as anticipated on pages 4 to 5 of the Association's objection - in the essential context described on pages 4-5 of our objection.

Temporary Adverse Effects on Hobson's Park

(TRA Objection, pages 5-6; Network Rail response, page 1))

We note that your construction partners "are confident that the (temporary land take) requirement can be reduced significantly" and that when complete the plans will be shared with us. We look forward to receiving the plans **which we anticipate will entail a very substantial reduction in the 35 per cent loss of Hobson's Park's land** for upwards of two years during construction proposed in your application. **This should include** a large reduction in the size of the western construction compound, a large reduction and preferably removal altogether of land lost to spill and significantly more removal of spill via the eastern side of the railway than the application proposes. Every effort should be made to retain in situ the now well-established trees, shrubs and plants in Hobson's Park which would otherwise have been removed and, if surviving, replanted with harm to their growth meantime - or destroyed to be replaced with less mature specimens had your application proceeded unamended. **Until we are satisfied on this crucial matter our objection stands.**

Permanent Adverse Effects on Hobson's Park

(TRA Objection, pages 6-13)

Proposed shared use path to the western station building

(TRA Objection, pages 7-8)

A. The part of the path from the Cambridge Guided Busway to Addenbrooke's Bridge embankment

(TRA Objection, page 7; Network Rail response, page 2))

From a range of discussions and expressions of opinion I have had and have received on behalf of the Association, the location and positioning of the path network proposed in the application **is not universally supported within Cambridge City Council** (land owner and manager) and for that reason the Association believes that **there is merit in further discussions** to reach an agreement on alignment and routes. For example, a discussion could form a solution and agreement where the existing path network abutting the Guided Busway is utilised, thereby reducing the impact on the Country Park (Hobson's Park) both in terms of layout and form but also remove the need to provide additional lighting, and the

need for further mitigation to address the impact on the habitats of the Country Park (Hobson's Park).

You have still not told us the specific ground(s) on which the statutory consultee, presumably a Cambridgeshire County Council officer, "did not share the same view" as the Association, referring generally to "urban realm improvements" - which is an unusual reference in a country park. ***This is unsatisfactory.*** You refer to "South Cambridgeshire Council" as a statutory consultee relevant to Hobson's Park and attribute a view to that body. This is erroneous. South Cambridgeshire District Council has no locus in relation to this Park which is owned and managed by Cambridge City Council.

To assist clarity, the Association's intention is that the shared use path to the western station building should run immediately alongside and be distinct from the Cambridge Guided Busway shared use path to the Cambridge Biomedical Campus, with a suitably designed "green" barrier in between to ensure distinct capacity for and safety of both sets of users. The detailed design would need to enable active travellers to turn left towards the western station building for those coming from the Campus if they so wished, and for travellers who had got onto the wrong path to change. The existing lighting columns could be made double headed thus significantly reducing the light pollution in the heart of the Park which would result from the proposal in the application. This has been discussed with Association members who are cyclists and walkers and is seen to be feasible. ***It has the great benefit of avoiding the permanent loss to the public*** under Network Rail's proposal of a significant area of Hobson's Park between your proposed shared use path and the existing Cambridge Guided Busway path, thereby rendering that land inaccessible to the public for whom the Park was created. ***Not only would this be harmful but also it is unnecessary*** when a reasoned and practical alternative is readily available.

There is not a path within Hobson's Park in the location you describe. The explanation of the "trodden path" on the Park grassland to which you refer is as follows. For biodiversity reasons, the species rich grassland in Hobson's Park is allowed to grow throughout the Spring and Summer to ensure nesting and breeding protection for Skylarks and Corn Bunting - and to allow dispersal of seeds in the Autumn for the following year - before the grass is cut in the Autumn. To allow the public some passive recreational access to the green areas of Hobson's Park during the Spring and Summer, the grass is mowed to provide narrow corridors for members of the public to walk in – hence the "trodden path". ***There is no designated path in this location.*** We pointed this out to Network Rail in your first public consultation on Cambridge South Station to which you did not respond or object. Cyclists do not use the trodden grass path, nor is it used as a means of access to the Biomedical Campus – the Cambridge Guided Busway shared use path is used for that purpose. Therefore, ***the "trodden path" provides no precedent for the path Network Rail proposes*** to the western station building, as you imply.

B. *The part of the path from Addenbrooke's Bridge embankment to the western station building*

(TRA Objection, pages 7-8)

This important part of the Association's Objection **is overlooked** in your letter of 28 September 2021. **Therefore, this ground of our objection remains, as do the requests made within it.**

We are unconvinced of Network Rail's rejection of our preferred option of the path "running along the northern edge of North Ditch, thereby significantly reducing its intrusion into Hobson's Park and avoiding any loss of existing trees and shrubs in the north east corner of the site." Network Rail's reasons given in your letter of 20 April 2021 need to be demonstrated to our members not merely asserted. **We also ask** you to provide a cost estimate of the works to which you refer as we feel that cost may have played an unstated part in Network Rail's conclusion, which warrants examination. **We do not accept as valid** the reason given that this option would "...probably lead to a greater number of people attempting to traverse the slope of current busway embankment, and create a worn desire line". In our assessment this is inherently unlikely.

No response has been made to our request for clarification of Network Rail's assertion that "the relevant local authorities are not supportive of this option", i.e. our option south of North Ditch. As requested in our objection, please identify the local authorities and share the reasons for their claimed lack of support, so that they may be assessed openly.

Proposed pedestrian access to the western station building

(TRA Objection, pages 8-9; Network Rail response, page 2)

Network Rail does not respond to this ground of our Objection other than by saying it is a matter for the local authority as the responsible body after construction is complete, and its responsibility is solely to return the path in similar condition to pre-construction. **This is a technical rather than a meaningful response** which could result in waste of resources. At present, the path is not used by cyclists because it goes nowhere: it is used solely by pedestrians for passive recreation. We want it to stay that way for the reasons given in our objection. **We do not want this to become a short cut for cyclists through our tranquil Park**, as would be the case if Network Rail proceeds as proposed. **There will be more than sufficient provision for cyclists through** the Clay Farm Strategic Cycle Path on the western boundary of the Park and the Cambridge Guided Busway shared use path between the northern and southern parts of the Park, joining as they will at the Guided Busway. Therefore, it seems sensible for **discussions to take place now** before expense is incurred and resources used, to agree that the path should be returned to Cambridge City Council in a condition suitable for pedestrian use only and with measures taken to prevent its use by cyclists.

In support of this we wish **to underline** a crucial point made in our objection:

“Despite its location alongside the railway, Hobson’s Park is a tranquil place much used by families and individuals for quiet recreation, tending the allotments and observation of the flourishing bird reserve. Cycling in the park is limited and unobtrusive, making this one of the few areas where pedestrians dominate and do not feel the need to watch out for their safety. The Association wishes this much valued quality and the overall integrity of Hobson’s Park to be retained. **We object to the following permanent features** of Network Rail’s application which put this at risk.” [Pages 6-7]

We ask that Network Rail participates in discussions with Cambridge City Council and ourselves to realize this community wish. This request is **additional to** the requests made in the last paragraph on page 9 of our objection.

Cycle parking at the western station building

(TRA Objection, pages 10-11; Network Rail response, page 2)

Network Rail’s response to this aspect of our objection **takes us no further forward and does not address** a key concern at all. Therefore, **our objection stands, as does the request** on page 11 of our objection, second paragraph.

The key concern that is not addressed is:

“The intrusive nature of the proposed cycle parking is shown in Drawing 158454-ARC-ZZ-ZZ-DRG-LEP-000081, and in Figure 5-11 of the Design & Access statement, “Example of a landscaped cycle parking canopy with controlled lighting”. [page 35] A structure of this nature is **entirely unacceptable** in Hobson’s Park. It is notable that the Design & Access Statement’s observation that the “Hobson’s Park Entrance” to the station “aim(s) to sit discreetly in the corner of the Park” makes no reference to the appearance of the cycle parking about which there is nothing that is “discreet”. [paragraph 6.4.3, page 41]”

[TRA Objection, page 10]

We ask for an assurance that the proposed cycle parking canopy will have no place in the cycle parking to be provided and that a discreet design suitable to Hobson’s Park should be substituted in discussion with Cambridge City Council and ourselves.

Electricity sub-station and rail systems enclosure

(TRA Objection, pages 11-12; Network Rail response, pages 2-3)

Network Rail’s response to the Association’s objection **does not address** our alternative proposal adequately: “under **or in the immediate vicinity** of Nine Wells Bridge”. It responds only to the “under” option.

On a recent site visit with officers from the City Council ***it was again clear to us*** that there is sufficient room for either or both of the electricity sub-station and rail systems enclosure to be placed in the immediate vicinity of Nine Wells Bridge without incurring the issues you identify. It was also clear that ***either or both could be located close to the railway line*** without incurring the issues you identify, and at the same time reducing significantly the “Public safety risk and risk of vandalism due to the High Voltage and Signalling cables that run from the compound directly to the railway corridor” to which you refer. ***Adoption of either of these alternatives would overcome*** the main element of our objection to the current proposal as stated in our response to Network Rail’s October 2020 public consultation reproduced on pages 11-12 of our objection by removing these facilities from the direct sight line to White Hill which is an essential feature of this part of Hobson’s Park - and of Cambridge’s city edge at Seven Acres (the Skanska estate).

We do not fully accept the reasons given on page 3 of your letter for rejection of the “under the bridge” option for the ***electricity sub-station***, as we think they are exaggerated, in particular the third, fourth, fifth, sixth and eighth reasons. Nevertheless, ***in respect of the electricity sub-station we accept*** the first, second and seventh reasons given Network Rail’s operational experience. ***However, we do not accept the reasons as substantial objections in relation to the rail systems enclosure*** and note from the drawing referred to in the next paragraph that this enclosure can be located apart from the electricity sub-station under the bridge or elsewhere. ***We ask*** that this is considered as an option.

Accordingly, ***we repeat the request*** in our objection “that Network Rail’s proposal that an electricity sub-station and railway systems enclosure be located as shown in Drawing 158454-ARC-OO-ZZ-DRG-EEN-000076 is rejected” and alternatives explored further which do not encounter the fundamental objection stated in the last sentence of the second paragraph of this section of our response. ***We also propose*** that discussions take place on this issue between Network Rail and Cambridge City Council (manager and land owner) in consultation with ourselves with a view to identifying a mutually agreeable location for either or both of the electricity sub-station and railway systems enclosure. Amongst other things, this would enable account to be taken of the unspecified “mitigations... in development” mentioned in the last paragraph of this section of Network Rail’s response (page 3).

Maintenance track within the western boundary of Hobson’s Park

(TRA Objection, pages 12-13; Network Rail response, page 3)

We have checked the position on the claimed “western maintenance path” with Cambridge City Council (manager and land owner) during a joint site visit. The City Council confirms that there is a maintenance track on the route of the taken-up haul road *but* of protected ground only (grids through which vegetation can grow). This is suitable for tractor use at most – it is not suitable for heavy duty railway maintenance vehicles/equipment. There is no such track next to the guided busway Campus spur to the station location. Therefore, ***we repeat our request*** that “the mooted western maintenance track is removed from the

application and excluded from the Order”. **We also propose** that the matter of maintenance paths for use by Network Rail is remitted to Cambridge City Council and Network Rail for decision in consultation with ourselves.

Compensation for loss of Hobson’s Park land – “Exchange land”

(TRA Objection, page 13;

We wish to **support** Cambridge City Council’s proposed requirement that “The exchange land and the new access routes outside of the site compound must be available for use *prior* to commencement of use of the existing open space for the works...” (our emphasis) [Cambridge City Council Statement of Case, paragraph 101-17, page 27, 15 September 2021] This makes eminent good sense in that it would offset the loss of open space to the public during rather than after construction as currently proposed by Network Rail.

We also wish to record our **strong support** for inclusion in the exchange land of the land to the east of the railway line including the proposed “attenuation pond” and “new native hedgerow boundary” opposite Nine Wells Local Nature Reserve. [Drawing 158454-ARC-OO-ZZ-DRG-EEN-000076] This is an omission from our objection dated 30 July 2021.

Adverse effect on Nine Wells Local Nature Reserve

(TRA Objection, page 14; Network Rail response, page 2)

For the reasons given in our objection ***we continue to object strongly*** to the adverse impact on Nine Wells Local Nature Reserve (NWLNR) during construction of the station when it is proposed to locate the station’s main construction compound (CC1) at “a minimum” of only 30 metres from the Reserve – which will in practice be less than 30 metres as National Cycle Network Route 11 is to be diverted around the perimeter of the construction compound during construction of the station.

Network Rail’s brief response to our objection refers the Association to proposals in the Code of Construction Practice. ***These do not alleviate our concern.*** The only reference to NWLNR we can find in the sections of the Code to which your response refers, is in Table 8-6, “Statutory designated sites scoped in/out for detailed assessment prior to construction”. This states that Nine Wells LNR has been “scoped out”. The “Reason for scoping ... out” reads:

“As detailed in Chapter 7: Air Quality, changes in air quality are only considered to have an effect on sites <50m from the boundary during construction and 200m from the affected road network during operation. As Nine Wells LNR is 90m from the site and 300m from the nearest road, no effect from changes in air quality are anticipated.” [Environmental Statement – Volume 2: Chapter 8, Biodiversity, page 8-26]

The main construction compound (CC1) is part of the construction site and is <30m from Nine Wells LNR when account is taken of the diverted NCN Route 11. The compound will also be accessed by loaded HGVs. This means that there should be a detailed assessment of the LNR and special measures specified as necessary in the Code of Construction Practice for implementation before construction starts. **We ask** that this assessment is carried out, its findings and recommended action being shared with Cambridge City Council as NWLNR's owner and management body for discussion and agreement in consultation with the Association.

We also repeat the request stated in the last paragraph of this section of our objection.
[Page 14]

Transport Context – Highways and Public transport

(TRA Objection, pages 14-15; Network Rail response, page 4)

While Network Rail's response gives some comfort, the "Statement of Common Ground with CSET and the Greater Cambridge Partnership" does not give relevant specifics and does not, therefore, meet our **objection which still stands**. Our request for a condition **also stands**.

An additional comment

(TRA Objection, page 15; Network Rail response, page 4)

We understand your response to mean that Trumpington will be referred to as Trumpington in future communications. If this is correct, our request has been met.

Conclusion

As stated above, **the Association does not accede to Network Rail's request that we withdraw our objection** for the reasons given in this letter. We trust that it will be possible to make progress towards a mutually satisfactory outcome with the benefit of the requests and proposals we make in this reply. If it will help towards this end, the Association **is happy to meet with your representatives on site** and suggest that this would be most beneficial if representatives of Cambridge City Council were also present.

This correspondence is being copied to the Transport Infrastructure Planning Unit at the Department of Transport.

Yours sincerely,

David Plank

David Plank
For Trumpington Residents' Association

Copy to: Shenaz Choudhary, Transport Infrastructure Planning Unit,
Department of Transport



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Cambridge South Station – Application for “The Network Rail (Cambridge South Infrastructure Enhancements) Order 202[X]”

ADDENDUM to Trumpington Residents’ Association’s reply to Network Rail dated 17 October 2021, page 3, last paragraph

A. The part of the path from the Cambridge Guided Busway to Addenbrooke’s Bridge embankment

“There is not a path within Hobson’s Park in the location you describe.” [TRA letter 17.10.2021]

Further enquiry shows that before Addenbrooke’s Bridge was built there *was* a track in this location across farmland to a level crossing *which was replaced by* the Bridge and its shared use path beside the Guided Busway spur to the Cambridge Biomedical Campus. The level crossing was replaced by Addenbrooke’s Bridge and no longer exists. This was before Hobson’s Park was created as part of the Clay Farm development. Therefore, for this reason and for the reason given in our letter of 17 October 2021, it is incorrect to say, as Network Rail does, that “there is within the park a “trodden path” that indicates the route that individuals use when traversing the park from Trumpington through to the Campus area.” [Page 2]

David Plank
For Trumpington Residents’ Association
24 October 2021

**APPENDIX 4 – NRIL PRE-INQUIRY MEETING LETTER TO TRA DATED 19
NOVEMBER 2021**



David Plank on behalf of the Trumpington Residents Association

Sara Peters
Network Rail
Capital Delivery
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Submitted Electronically to:
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Ref: 158454-NWR-00-ZZ-LET-MPM-000058

19 November 2021

Dear Mr Plank

As you will be aware a Pre-Inquiry meeting has been arranged for 22 November and will be held virtually, if you haven't already, you will be receiving details on how to attend that meeting from Joanna Vincent, the Programme Officer for the Public Inquiry.

This letter sets out the current position of Network Rail in respect of the points of your objection and addresses the further points you raise in your communication received on 18 October 2021.

Purpose of the station

Network Rail maintains its position previously stated to you in correspondence. The proposed station at Cambridge South is a destination station primarily intended for those travelling to the Biomedical Campus. Parking is limited at the station so those wishing to use it will need to arrive on foot or by bicycle. We therefore consider that this point of your objection has been responded to.

Potential Adverse Effects on Hobson's Park

As previously advised, our works will utilise the minimal amount of land required to safely and sustainably construct and maintain the new station.

In our response to your objection dated 28 September, we advised that our construction partners John Murphy & Sons (JMS) have looked carefully at the need for temporary land requirements within Hobson's Park and that they were confident that the requirement can now be reduced considerably. Plans and necessary documentation has now been updated finalising the proposed reduction in land take and will be issued to you shortly once they have been updated with the Transport Infrastructure Planning Unit.



Compensation for the loss of Hobson's Park

It is the aspiration of Network Rail as you suggest to provide the exchange land for that being acquired within Hobson's Park ahead of acquisition and the draft Order makes secure this position. Network Rail has noted your comments in respect of an attenuation pond and native hedgerow boundary which can be discussed in further detail at the site visit on 3 December.

Hobson's Brook

As previously advised, Network Rail has worked closely with the Hobson's Conduit Trust in respect of any potential adverse impact to the Brook. The draft Order includes Protective Provisions for the Brook and we will continue to work with the Trust (who do not object to the Order) closely throughout further detailed design to ensure that impacts are captured and minimised. Network Rail therefore considers adequate protections are in place and considers this point of objection fully responded to.

Nine Wells Nature Local Nature Reserve

Proposals to protect the Nine Wells Local Nature Reserve are detailed in the Code of Construction Practice (Part A) Sections 6.1-6.4, appendices to the Environmental Statement within the Transport and Works Act Order application as previously stated. More generally, you are referred to Chapter 9 of our Statement of Case which summarises that Environmental Statement. That Statement identified Nine Wells Local Nature Reserve as a biodiversity constraint, and found no significant residual impacts on any species, and significant positives at the local scale (see Statement of Case, §9.2.23 onwards). Network Rail therefore considers that there are no adverse impacts on the nature reserve and would suggest that this issue is discussed further with the TRA at the site visit arranged for 3 December so that Network Rail can better understand any residual concerns that the Association may have in relation to this matter.

Proposed pedestrian access to the western station building

We note your further comments in respect of the proposed pedestrian access to the western station building. As per our previous correspondence to you, please accept my apologies for the erroneous reference to South Cambridgeshire District Council. This was an error on my part and was indeed meant to refer to Cambridge County Council when referring to discussions that had taken place regarding this matter with the Cambridge local authorities.

Network Rail's proposals for this path remain the same whilst noting your comments in respect of the 'trodden path' area. As you are aware, a site visit has been arranged for 3 December which will also be attended by Cambridge County Council officers and in addition representatives from Cambridge Past Present and Future. I suggest that further discussion is undertaken as part of the site visit in respect of this matter.



Network Rail maintains its position in respect of your comments about the path only being available to pedestrians. As previously stated, currently within the park all paths are permissive allowing cyclists and pedestrians alike to use them. Network Rail is therefore remitted to providing similar pathways. It would be a decision for the local authority to decide whether to adopt the pathway post-construction whereupon they would be responsible for the use of the path. As per your request, Network Rail will engage with Cambridge County Council in respect of this matter and will provide an update in due course.

Section of Path from Addenbrookes Bridge embankment to western station entrance

Network Rail suggests that this matter can be discussed further with the TRA at the site visit organised for 3 December. An agenda for the site visit will be issued 7 days prior to ensure that all matters for discussion are captured and addressed during the visit.

Cycle parking at the western station building

As previously advised, we will review the 'split' of cycle parking as the design develops further and commit to engaging with local cycling groups and others including the Trumpington Resident's Association to inform decisions regarding the overall design of the cycle parking. I note your further comments.

Electricity sub-station and rail systems enclosure

Network Rail maintains its position in respect of the proposed location of the power supply point and strongly refutes the TRA's claims that the reasons provided are exaggerated. Network Rail is a safety-first organisation that must maintain the safety of all at all times.

As previously advised our Environmental Statement (ES) looked at the likely significant impacts of construction and the operational railway on people, the natural and built environment. We have committed to providing a further 10m clearance around the enclosure to allow for landscape planting to provide some level of screening.

The team are working to minimise the visual impact of the compound on the surrounding area as far as possible, mitigations are in development and I propose that this is discussed in more detail at the site visit on 3 December.

Maintenance track within the western boundary of Hobson's Park

In respect of your further comments in relation to the maintenance track within the western boundary of Hobson's Park. We maintain our proposals in respect of the right to access the western side of the station via the route delineated as Land Parcel 008 on the Deposited Plans (NR9) with the TWAO application. As previously stated this access route is required to enable localised maintenance activities to be undertaken on an *ad hoc* basis, we have also included the right to set up a small compound (as and when required) adjacent to the western station



forecourt to facilitate the maintenance activities. Network Rail has discussed this issue with the landowner and Cambridge City Council who have not objected to the proposals.

As previously advised, no permanent surfacing will be installed, due to the infrequent nature of the requirement to access the station for maintenance purposes. However, as certain maintenance activities will require vehicles, plant and materials to be delivered to the western side of the station e.g., landscaping maintenance, fencing repairs, replacement of cycle stands etc. Network Rail does need to secure the rights to access over the park. In the unlikely event that damage is caused with the park as a result of maintenance activities, Network Rail will repair the damage to the satisfaction landowner and Cambridge City Council (as maintainer of the park).

Transport Context – Highways and Public Transport

Network Rail notes your further comments in respect of this matter. An agreement is being negotiated with the promoter of CSET in respect of collaborative working to deliver both the Cambridge South Station scheme and CSET with minimal interference where the 2 schemes interface with each other. To that end, as previously advised Network Rail is also entering into a Statement of Common Ground with the Greater Cambridge Partnership to ensure that both schemes deliver the best possible outcome for users. It will be a matter for the Greater Cambridge Partnership as well as Network Rail to decide whether it is appropriate to share the details of that agreement with the Trumpington Residents Association.

It is recognised that there are matters still to be resolved between the Trumpington Residents Association and Network Rail in respect of the objection to the Cambridge South Infrastructure Enhancement Scheme Order. It is hoped that any final outstanding issues can be resolved following the site visit on 3 December and that you will then feel that the Association is able to reconsider their position in respect to the objection lodged against the TWAO application.

If further information is required, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sara Peters', written over a light blue rectangular background.

Sara Peters
TWAO Consultation Manager
Network Rail
Capital Delivery