

TRANSPORT AND WORKS ACT 1992

INQ

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004

THE PROPOSED NETWORK RAIL
(CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCEMENTS) ORDER

NOTE 2

WEEK TWO UPDATES

1. This note is issued on behalf of Network Rail for the purposes of the Inquiry into the proposed Network Rail (Cambridge South Infrastructure Enhancements) Order.
2. At the close of the first week of the Inquiry on 4 February 2022, the Applicant committed to providing further information or clarification in relation to a number of matters. This note sets out the responses, including details of the relevant witness who has provided the information (where appropriate).
3. *Which committed development were taken into account for the purposes of assessing indicative Generalised Journey Time in NR's Outline Business Case? (**NRE20**) (Lewis Wingfield).*

For the purposes of calculating the indicative GJT impact of different walking distances to the proposed location for Cambridge South, only certain locations were considered. This included specifically AstraZeneca Headquarters, Addenbrooke's Hospital and Royal Papworth Hospital. Other campus destinations were not included in this calculation but were incorporated for the purposes of overall demand modelling through the current and future employee and visitor figures for the campus. The advantageous walking times (and their contribution to overall generalised journey time) was one of many factors that fed into the selection of the Northern station location

4. *How many people interchange at Cambridge Station? What are the numbers of international passengers assumed in the Outline Business Case who are accessing the Cambridge Biomedical Campus? (Lewis Wingfield).*

	2018/19	2023/24	2040/41
Total Cambridge South Station Demand	1,612	1,833	2,332
Abstracted from other stations	1,187	1,341	1,734
Newly Generated	425	491	597

5. We anticipate that there will be c.14,000 passengers to and from London Stansted Airport per annum (section 2.5 of the OBC). Specific demand for other international hubs (such as St Pancras International, London Heathrow Airport and London Gatwick Airport) has not been calculated and will be captured in the flows to Central London (St Pancras) and South East (Gatwick and Heathrow).
6. The value of time of airport users has been incorporated in calculation of the value of GJT improvements as generic values for these two travel zones taken from the government's Transport Appraisal Guidance (TAG). TAG states in its introduction:
 "Projects or studies that require government approval are expected to make use of this guidance in a manner appropriate for that project or study. For projects or studies that do not require government approval, TAG should serve as a best practice guide."
7. *What year did Cambridge North Open (Lewis Wingfield)*
 May 2017.
8. *The document referred to at 3.3.8 of the Transport Assessment.*
 That document is a core document. The document is Transport Strategy for Cambridge and South Cambridgeshire (March 2014) and is on the Core Documents list at D10.
9. *How many piles will be requires per OLE gantry (Andy Barnes).*
 This is subject to detailed design in the event the proposed TWAO is granted. However, it will be (i) either one pile inserted by continuous flight augering (750mm) (ii) two to three smaller piles (300mm) installed by a small bore or (iii) a similar number of screw piles below a grillage.
10. *Will vehicles be able to turn on the haul road so as to avoid reversing? (Andy Barnes)*

On the East, there is only one opening (which serves as an entrance and as an exit). Vehicles would need to either turn or be banked while reversing. On

the west side, through the park area, a circular route has been identified so there is no need to turn.

11. *The extent of Hobson's Park used in the calculations for the Public Open Space assessment.*

The extent of Hobson's Park used for those purposes is set out in **NRE19, PDF16**, which uses the extent of Hobson's Park in the Cambridge Local Plan (defined as OS1). The area measurement used for the park was taken from the following website <https://www.greatkneighton.co.uk/great-kneighton/country-park.html> where Countryside state that the park totals 120 acres.

12. *Whether any agreement with the University of Cambridge committed the applicant to provide the Code of Construction Practice to the University of Cambridge for consultation prior to submission to the local planning authority.*

The UoC will be provided with the following document prior to submission for approval by the Local Planning Authority:

- i. Construction Logistics Plan;
- ii. Construction Traffic Management Plan;
- iii. Dust management Plan;
- iv. Flood Emergency Response Plan; and
- v. Noise and Vibration Management Plan.

The above was covered in Note 1, but at that stage the University of Cambridge agreement was not certain as to which documents were to be consulted upon prior to submission to the Local Planning Authority.

13. *A summary of the works proposed as part of the East West Rail project*

The Applicant has separately provided a copy of the recent EWR consultation document, which summarises the proposals.

14. *A summary of the Protocol Agreement reached with CSET*

A summary is provided at **Annex 1** to this Note.

15. The remaining points are outstanding, and the Applicant will provide responses before the end of Inquiry or as specified below:

- a. Confirmation of the size of corn bunting territories (to be supplied next week);
- b. A drawing showing the existing and alternative routes for level crossing users (to be supplied by the end of this week);
- c. A note on the implications of the permanent land acquisition for the s. 106 Agreement relating to Hobson's Park and a copy of the relevant agreement (to be submitted following liaison with the Councils);

- d. A note on the existing and proposed rights enjoyed and to be granted to users of the level crossings (to be supplied next week);
- e. Revised conditions and Design Principles (to be supplied at the end of this week);
- f. Revised Deemed Planning drawings (NR13); and
- g. A list of all changes to documents (to be provided by the end of Inquiry).

Annex 1

Summary of CSET Protocol Agreement

1 Summary

- 1.1 This Annex summarises the main obligations in the Agreement between Network Rail Infrastructure Limited (Network Rail) and Cambridgeshire County Council (CCC) relating to the interface and interaction between Network Rail's CSIE Project and CCC's CSET project.
- 1.2 At the time of preparing this Annex the Agreement is in a final form and is being signed by both parties; the Agreement has not yet been completed.
- 1.3 The Agreement identifies "overlap sites" – these being plots identified within the current CSIE TWAO required for the CISE Project and likely required for the CSET project. The plots comprised in the draft CSIE TWAO which are identified as overlap plots are, 19, 20, 28, 29 35, 37, 38, 39, 43, 44, 54, 55, 57, 58, 60, 61, 62, 63, 64, 65, 66, 67, 69, 71, 72, 74, 75, 76, 77, 78, 79, 80, 81, 82 and 83.

2 Principal Obligations

General Collaboration and Co-operation

- 2.1 There is a general duty on both parties to liaise and co-operate with each other in relation to their respective projects which includes:
 - (a) the promotion of the projects
 - (b) the implementation and construction of the projects
 - (c) the operation of the projects following construction; and
 - (d) any other areas where the parties deem it necessary to ensure both schemes are deliverable both together and independently, in order to maximise integration and to minimise unnecessary works and impacts on stakeholders and the public. The collaboration requirements include scheme design, land requirements and respective construction programmes.
- 2.2 Where Network Rail has provided commitments to third parties as part of the CSIE Project (and objections withdrawn on that basis) NR is to inform CCC of those commitments, where relevant to interfaces with CSET, and CCC will endeavour to provide Network Rail with information, attend meetings where required and minimise impacts on relevant third parties.

- 2.3 If one party is in control of an overlap site then it will use reasonable endeavours to comply with requests of the other in relation to need for surveys/ecological/environmental mitigation works. Reasonable conditions can be imposed by the party in control of the relevant overlap site.
- 2.4 Both parties will use reasonable endeavours to ensure that their respective contractors will co-operate and co-ordinate with each other when carrying out respective works, so as to minimise interference with respective programmes for the implementation of each scheme.

Use of Order Powers

- 2.5 The Agreement sets out a process to be followed by the parties in the event either party wishes to use any compulsory acquisition powers over an overlap site. This includes provisions relating to service of advance notice identifying the plot affected and the purpose for which it is required. The non-acquiring party can make representations to the acquiring party in response to such details provided. Both parties will then seek to enter into an agreement to document the need for any property interests to be granted and/or co-ordination of temporary possession including payment of any compensation. Such agreement shall have regard to any third party compromise agreements already entered into by Network Rail or CCC, and will also cover duration of occupation and any compensation assessment.
- 2.6 When exercising temporary possession powers on an overlap site, the agreement requires the acquiring party to confirm the duration of occupation. If the other party is already in occupation there is a requirement not to enter unless that party confirms it is acceptable. The Agreement also contains requirements to carry out photographic surveys and agreement as to who is responsible for re-instatement of the land, with joint obligations to subsequently survey and sign off any the completed reinstatement works.

The Works

- 2.7 The parties agree to cause as little disruption as possible to the other party when using/carrying out works on an overlap site. A prior notice process is included in the agreement together with an obligation to provide details of plans and method statements for the works. The reasonable representations of the other party shall be considered and works on an overlap site shall then be carried out in accordance with the agreed plans and method statements.
- 2.8 If agreement cannot be reached, then the party whose works are programmed to go first on an overlap site shall not be prevented from proceeding.

Interface Timetable

- 2.9 The parties agree to meet every three months from the date of the agreement to discuss the identified interface works relevant to the overlap sites and the following items for the purposes of updating and agreeing the interface table.
- (a) co-ordination of design including design and delivery of mitigation
 - (b) the order in which works are to be carried out
 - (c) responsibility and timescales for carrying out works
 - (d) management and hand back responsibilities
 - (e) ownership of any works once complete
 - (f) co-ordination and management of overlap site use
- 2.10 The works on overlap site shall be carried out in accordance with the details set out in the interface table.