



Mr Wakeford

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SN1 Building
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Submitted Electronically to:

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21 January 2022

Ref: 158454-NWR-00-ZZ-LET-MPM-000068

Dear Mr Wakeford

In our response to your objection dated 7 September, we advised that our construction partners John Murphy & Sons (JMS) were looking 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 is available for you to download or view on the Public Inquiry website:

[Inquiry documents - Gateley \(gateleyhamer-pi.com\)](http://gateleyhamer-pi.com) in the Core Documents section (NR13)

We trust the details contained in this letter provides sufficient information for you to reconsider your position in respect of 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,



Sara Peters
TWAO Consultation Manager
Network Rail
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07 September 2021

Ref: 158454-NWR-00-ZZ-LET-MPM-000040

Dear Mr Wakeford

Network Rail have received a copy of your correspondence dated 2 August to the Department for Transport's Transport Infrastructure Planning Unit (DfT Ref: REP01). We note that you have raised questions about some aspects of the Cambridge South Infrastructure Enhancements Transport and Works Act Order (TWAo) application. After reviewing your email, we set out below Network Rail's responses to the points you have raised, which we have included in bold text below for clarity in the order that they were detailed in your email correspondence.

Adequacy of the Station Building and Facilities

The station has been designed in line with projected passenger demand in line with HM Treasury Green Book standards. This includes considering projected demand growth up to 2043. In addition, the station has been subject to dynamic pedestrian modelling which models how passengers would move through the station with a particular focus on peak times. This modelling also considered alternative scenarios with significantly higher growth, including an allowance for East West Rail services as they may call at the station in the future.

Duplication of work and consequent waste if Cambridge South Station and associated works are not integrated with those consequent to the introduction of EWR

We have worked closely with East West Rail Company Ltd. to make sure that our designs do not preclude options for EWR Connection Stage 3 (CS3) and to minimise abortive work where possible. Consequently, the designs are well-aligned and the interfaces thoroughly understood.

The projects are subject to separate investment decisions and both seeking to deliver their respective benefits in a timely manner. Due to the nature of the Transport and Works Act, Cambridge South Infrastructure Enhancements can only gain consent to build and operate infrastructure that is driven by the benefits of the project; any further infrastructure needed by East West Rail would be over and above this and would not be appropriate given that East West Rail CS3 is not yet formally committed for delivery.

Unnecessary land 'take' both temporarily during construction and permanently



Network Rail has appointed a construction contractor who are currently assessing land required against construction methodology aiming to reduce both temporary and permanent land take, further details will be provided ahead of Public Inquiry.

We trust the details contained in this letter addresses the questions you have raised, if further information is required, please do not hesitate to contact me.

Yours sincerely,



Sara Peters
TWAO Consultation Manager
Network Rail
Capital Delivery