



Sara Peters
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Submitted Electronically to:

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20 January 2022

Ref: [158454-NWR-00-ZZ-LET-MPM-000041](#)

Dear Joseph

Further to my previous correspondence dated 17 August in response to the representation you made to the Department for Transport's Transport Infrastructure Planning Unit (DfT Ref: REP02), I write to provide an update on several matters that you raised.

Maintenance access parallel with the rail tracks

As previously advised, the proposed access into the exchange land we are proposing to provide to compensate for the loss of open space within Hobson's Park, is the accommodation bridge proposed as Work No. 11 on the NR09 Deposited Plans and Sections and Open Space Plans, please see drawings 158454-ARC-00-ZZ-DRG-EMF-200006 and 158454-ARC-00-ZZ-DRG-EMF-200009. The accommodation bridge will be shared with the landowner and tenant farmer, and so the design will take in the requirements for both user groups and may potentially include a segregated route for pedestrians. The detailed design of the accommodation bridge will be undertaken following consultation with all user groups and the respective landowners and the Hobsons Conduit Trust.

The 'potential future footbridge' detailed on drawing 158454-ARC-ZZ-ZZ-DRD-LEP-000054 is an additional pedestrian footbridge which we can now confirm will be provided, the footbridge will now be included within the detailed design for the landscaping scheme which will be submitted to Greater Cambridge Shared Planning to discharge the relevant deemed planning permissions as detailed in the NR12 Request for Deemed Planning document within the TWAO application.

The maintenance access running south alongside the tracks, will not be a permanent feature but is a right of access that we are seeking powers to secure to enable future maintenance of the realigned railway infrastructure. This is why it is not detailed on the drawings, as we are not proposing to install a permanent track / roadway through the agricultural field.'

Adverse affects on Hobsons Park



In our response to your objection 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
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17 August 2021

Ref: [158454-NWR-00-ZZ-LET-MPM-000041](#)

Dear Joseph

Network Rail have received a copy of your correspondence dated 10 July to the Department for Transport's Transport Infrastructure Planning Unit (DfT Ref: REP02). We note that you have raised concerns to 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 correspondence.

Maintenance access parallel with the rail tracks

The proposed access into the exchange land we are proposing to provide to compensate for the loss of open space within Hobson's Park, is the accommodation bridge proposed as Work No. 11 on the NR09 Deposited Plans and Sections and Open Space Plans, please see drawings 158454-ARC-00-ZZ-DRG-EMF-200006 and 158454-ARC-00-ZZ-DRG-EMF-200009. The accommodation bridge will be shared with the landowner and tenant farmer, and so the design will take in the requirements for both user groups and may potentially include a segregated route for pedestrians. The detailed design of the accommodation bridge will be undertaking following consultation with all user groups and the respective landowners and the Hobsons Conduit Trust.

The 'potential future footbridge' detailed on drawing 158454-ARC-ZZ-ZZ-DRD-LEP-000054 is an additional pedestrian footbridge which we may be able to provide, but this will be subject to separate discussions with the landowners and Hobsons Conduit Trust. If this proposal is acceptable to all parties, we will include within the detailed design for the landscaping scheme which will be submitted to Greater Cambridge Shared Planning to discharge the relevant deemed planning permissions as detailed in the NR12 Request for Deemed Planning document within the TWAo application.

The maintenance access running south alongside the tracks, will not be a permanent feature but is a right of access that we are seeking powers to secure to enable future maintenance of the realigned railway infrastructure. This is why it is not detailed on the drawings, as we are not proposing to install a permanent track / roadway through the agricultural field.'



Access to exchange land

We note your comments in respect of access to 'exchange land' and have asked our design colleagues to look at this element in more detail to address the points you make in respect of connectivity across these areas.

The Secretary of State for Transport has decided to hold an inquiry into our application due to commence on 23 November 2021, your letter of support will be presented to the appointed Inspector for his consideration as part of the inquiry

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

Yours sincerely,



Sara Peters
TWAO Consultation Manager
Network Rail
Capital Delivery