

From: [REDACTED]
To: [Joanna Vincent](#)
Subject: Fw: Network Rail (South Cambridge Infrastructure Enhancements) Order 202[x] – The Transport and Works (Inquiry Procedure) Rules 2004 – Exchange of Evidence [DEN-UK_ACTIVE.FID9056300]
Date: 10 February 2022 12:08:05
Attachments: [Hobson's Park Working Area updated NR assessment 31.01.2022.pdf](#)

Dear Joanna,

As requested by the Inspector, please find forwarded below copies of the exchange of emails between the Association and Network Rail referred to in my evidence today (Network Rail's email of 31 January and the Association's reply of 1 February). Also attached is a copy of the plan detailing the current construction planning by Network Rail's Main Works Contractor which was attached to Paul Humphrey's email of 31 January - which I also referred to this morning.

Best wishes

David

For Trumpington Residents' Association

From: David Plank [REDACTED]
Sent: 01 February 2022 17:26
To: Paul Humphrey <Paul.Humphrey@networkrail.co.uk>
Cc: James Littlewood <ceo@cambridgeppf.org>; Alistair Wilson <alistair.wilson@cambridge.gov.uk>; Sara Peters <Sara.Peters@networkrail.co.uk>
Subject: Re: Network Rail (South Cambridge Infrastructure Enhancements) Order 202[x] – The Transport and Works (Inquiry Procedure) Rules 2004 – Exchange of Evidence [DEN-UK_ACTIVE.FID9056300]

Dear Paul,

Many thanks for your 31 January reply and the helpful information it contains - and for the attached plan.

Temporary adverse effects on Hobson's Park (paragraph 7.2 of our SoCG):

To help us assess the information provided, we will be grateful for your answers to the following questions; my apologies for their number but you are aware of this issue's importance to residents):

1. What is the total area of temporary land acquisition within the blue line on the Plan - both including and excluding the areas of "existing vegetation to be retained"?
2. How does 1. relate to the 57,750 m2 stated in paragraph 2.1.3 of NRE-REB-04? Is that figure for the same or a different area? If different, to what area does that figure relate?

3. Does 1. exclude or include the area of CC2? What is the area of CC2 as shown in Figure 1 of NRE-REB-04?
4. What is the figure for the total area of Hobson's Park which NR used to calculate the 35% (175,503m²) originally proposed for temporary acquisition? As I understand it, this figure is 482,880 m². [Public Open Space Assessment, paragraph 5.1.6] Is this correct? And is it the same figure as was used to calculate "Parcel 006 ... Reduced the size of the construction area within Hobson's Park by circa 50%". [Your email of 26 November 2021 re Deposited Plans ...]
5. As you know, we are concerned that there should be a fair balance for the temporary land acquisition/construction activity between the eastern and western sides of the railway given our perception that the permanent benefit of the station is predominantly to the Campus on the eastern side and the temporary detriment proposed in the application is predominantly to Hobson's Park on the western side. The sixth paragraph of your reply lists space alongside CC3 in "the identified working area" for a number of activities. Are there activities within the list which service construction of the eastern station building and the bridges and canopy linking it with the western station building? For example, "precast elements", "canopy elements", "platforms", "material handling for engineering fill", "spoil handling", "craneage". If there are, is it possible to transfer a proportion of these activities to the eastern construction compound, thus striking a more even balance between the western and eastern sides; and by how much would this reduce the total area of temporary land acquisition in 1?
6. What construction activities are planned for the eastern station building compound? This is part of our question in paragraph 7.2.2 (a) of our SoCG which has not been answered.
7. Is it correct to assume from your reply that there will be no "fabrication activity" at either the western or eastern construction compounds? This part of our question in paragraph 7.2.2 (a) of our SoCG is not answered explicitly. By "fabrication activity" we mean, for example, fabrication of the "precast elements" to which your reply refers.
8. The significance of your fifth paragraph is not clear to me. Would you please spell out the meaning a bit more?
9. Your seventh paragraph: Would undertaking the works on the Down side first shorten the period of temporary occupation of the site west of the railway starting late in 2022? And by when might that land be available again for public use?

When your answers to these questions are to hand, we will be able to consider a form of words to update the Inspector on this aspect of our objection as an amendment / addition to paragraph 7.2 of our SoCG.

Electricity sub-station and rail systems enclosure:

We note that you still do not see an inconsistency between paragraph 7.4 of our SoCG and the relevant paragraphs in NRE-REB-04, and understand your stated reason for holding this view. Our perception is not the same, and we believe that others assessing the application might agree with us. As this is a matter of perception, we see possible benefit and no harm in making the position crystal clear to the Inquiry based on the words in the last paragraph of your reply. As you are reluctant to achieve this through an amendment to the SoCG, which we understand, we will amend section 6 of our Proof of Evidence to clarify the position.

We are grateful for the careful attention you are giving to our concerns and look forward to your further reply.

Best wishes

David

For Trumpington Residents' Association

From: Paul Humphrey <Paul.Humphrey@networkrail.co.uk>

Sent: 31 January 2022 18:16

To: David Plank [REDACTED]

Cc: James Littlewood <ceo@cambridgeppf.org>; Alistair Wilson <alistair.wilson@cambridge.gov.uk>; Sara Peters <Sara.Peters@networkrail.co.uk>

Subject: RE: Network Rail (South Cambridge Infrastructure Enhancements) Order 202[x] – The Transport and Works (Inquiry Procedure) Rules 2004 – Exchange of Evidence [DEN-UK_ACTIVE.FID9056300]

OFFICIAL

Hi David,

In respect to Section 7.2 of the SoCG between NRIL and TRA, we attach a plan detailing the current construction planning by Network Rail's Main Works Contractor (J Murphy & Sons) for the areas we require within Hobsons Park and set out below the rationale for its use temporarily during the construction of the proposed Cambridge South station:

The land identified within the northern end of Hobson's park includes a construction compound area, elsewhere known as CC3 within the Proof of Evidence of Mr Andy Barnes (NRE1.2), as well as land to service the station construction. Overall, this is the temporary red line boundary identified within the Deposited Plans (NR9.01).

There are additional areas that will be required that are directly on the footprint of the works to create the Guided Busway Crossing and the junction improvement works to the north west corner of the park.

Within the working area identified, there are maturing landscaped forms. The project seeks to protect these forms wherever possible, and this effectively sterilises part of the working area, leaving useable land required as a working area across to the west.

Whilst laid out on plan, it is necessary to also consider that the station concourse/platform level

is circa 2-2.5m above the adjacent park level, a significant volume of fill material will be received into the works from the Down Loop line track bed, platforms, cycle storage and ramps back down into the park. .

Alongside CC3, within the identified working area, there is space for the following:

- Laying down materials for use in the works. This includes precast elements, canopy elements for the station building and platforms
- Material handling for engineering fill
- Spoil handling, including separate areas for contaminated fill
- Craneage
- Safe movement of vehicles into and out of the area.
- Bund protection to the watercourse

Network Rail's current preference is to undertake works to the Down side (west of the railway) first as this reduces the overall contract duration. The identified working area will be required relatively early in the construction programme and can be expected to be fully formed and occupied by Spring 2023 with works to create the area commencing late in 2022.

The current programme is working towards the opening of the station in spring 2025.

Network Rail continues to negotiate track access with Train Operating Companies and Freight Operating companies for track access to complete elements of the work and this means that there remains an element of uncertainty over what the tail end of the construction programme will look like. In principle, Network Rail agrees that it may be possible to reduce the size of the working area in a piecemeal fashion although can't determine at what point the western station works will be substantially complete. It does however undertake to review this with stakeholders over the duration of the work.

Following your review of the above and accompanying plan, we can agree on wording to be issued to the Inspector to update them on this point of objection.

With regards to the second point, we still not see that there is an inconsistency between the SoCG and NRE-REB-04, the rebuttal reserves our position to place the compound as set out in the plan and the SoCG states that NR are still reviewing the design and layout of the rail systems compound to see if we can propose an alternative solution which satisfies the TRA.

Best regards,

Paul

Paul Humphrey
TWAO Consents Manager
Network Rail – Capital Delivery
M: 07971 692629

