The Network Rail South (Cambridge South Infrastructure Enhancements) Order

Response to Inspector's Additional Questions Issues 10 March 2022

1   Introduction

1.1   The purpose of this note is to provide a response to additional clarificatory questions raised by the Inspector, received by e-mail on 10 March 2022.

2   Questions

2.1   Question: *I have reviewed Mr Simms evidence and wish to be certain that I have understood his evidence correctly. My understanding is that no land from St Mary's School is required either permanently or temporarily, but the use of the access road by construction vehicles has the potential to impact on the use of the road by the school.*

2.2   Response: This is correct. Network Rail is not seeking to acquire pursuant to the Order any permanent or temporary land from St. Mary's. Network Rail will temporarily be using the shared access road (AR3) off Long Road to access the existing railway compound and to access the proposed construction haul road (HR4) that will run parallel to the western side of the railway, running southwards towards Addenbrookes Bridge (the Guided Busway Bridge).

2.3   There is potential for conflicting vehicle movements along AR3 whilst the school playing fields are being used, the arrangements for avoiding conflicts and managing construction traffic movements will be detailed in the Construction Traffic Management Plan (CTMP) and Construction Logistics Plan (CLP) which are subsidiary plans to the Code of Construction Practice Part B, which is to be submitted for approval by the local planning authority under planning condition 10.

2.4   Question: *During Mr Simm's EiC he stated that it may be necessary to temporarily stop up the access road. This is included in Schedule 8 of the draft Order and shown on sheet 1 of the deposited plans.*

2.5   Response: The rationale for the temporary stopping up, is to enable the access road to be upgraded or repaired to facilitate access for larger plant e.g. low loaders and cranes to HR4.

2.6   Question: *Could the applicant please confirm whether the access road is an adopted highway, or a shared access road?*

2.7   Response: As part of the land referencing for the production of the Book of Reference the County Council confirmed that the access road sits within land owned by the County Council and detailed as adopted highway. Accordingly, the Order includes powers in Schedule 8 to enable temporary stopping up of this section of public highway, the powers are restricted to the section delineated by a green line on Sheet 1 of the Deposited Plans between defined points L1 and L2.

2.8   Question: *How stopping up this access would impact on access to St Mary's School and grounds and any rights they may enjoy in this regard.*

2.9   Response: The temporary stopping up would restrict access to and from the St. Mary's playing fields which are accessed from the bottom of AR3, we understand that St. Mary's have an unrestricted right of access, as the access road forms part of the adopted highway.

Network Rail is in consultation with St. Mary's over the timings when the playing fields are in use by St. Mary's and Homerton College, so that we can develop plans to minimise or avoid the day to day use of the playing fields. We are currently awaiting details of the 2022/23 timetable to assist the development of the CTMP and CLP mentioned above.

2.10   In order to provide additional comfort to the Inspector and St Mary's we have added an additional amendment to Article 11(5)(a) of the draft Order which requires Network Rail to consult with St. Mary's School in advance of temporarily stopping up any part of the Long Road access track which will enable Network Rail to minimise or avoid interference with use of the playing fields.

2.11   We also draw to the Inspector's attention Article 11(3) which requires Network Rail to provide reasonable access for pedestrians going to or from premises abutting a street affected by the temporary stopping up, thereby ensuring that access to the playing fields must be maintained.