

**From:** [Charlotte Burton](#)  
**To:** [Joanna Vincent](#)  
**Cc:** [Keith Barber](#); [Paul Humphrey](#); [Vas, Michele](#)  
**Subject:** Cambridge South Infrastructure [GATELEY-GHAM.FID61625]  
**Date:** 10 June 2022 16:17:50  
**Attachments:** [RE GCSP - CBCCML Article 35 query.msg](#)

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Dear Joanna,

This email provides the response on behalf of Cambridge City Council to Network Rail's revised response to the Inspector's Adjournment Note 4 submitted on 31.05.2022 ([INQ-79-1](#)) and refers to the final draft TWAO submitted on 31.05.2022 (INQ-80). The City Council is grateful to the Inspector for extending the Inquiry for a further period to allow time for it to review the information submitted and to provide this response.

Having considered Network Rail's response and the information contained within it seeking to justify the inclusion of the 'CBC/CML permissions' within Article 35 of the draft Order (referred to therein as "the CBC/CML permission 1" and "the CBC/CML permission 2"), the City Council is satisfied to remove its objection to the inclusion of the CBC/CML permissions, **subject to** the exemption from enforcement action against any breaches of the CBC/CML conditions applying **only** to development in relation to the authorised works and **only** within the Order limits, as drafted in the final version draft TWAO submitted on 31.05.2022 (INQ-80).

This is on the basis of the information provided within Network Rail's revised response and additional information provided in the emails sent on behalf of Network Rail received today (copy attached). The additional emailed information was provided in response to a request from the City Council to support the justification for the inclusion of condition 19 (groundwater) of permission 1 (14/1691/S73) and condition 32 (pedestrian and cycle connections) of permission 2 (16/0176/OUT). Those conditions were not included in paragraphs 3.5 and 3.6 respectively of Network Rail's revised response, which sought to provide further explanation of the nature of the possible interface issues. The Council considered that those conditions were also not covered by the list of final draft planning conditions in paragraph 3.7 of Network Rail's response. Therefore further explanation and justification was requested, which has now been provided.

For the avoidance of doubt, the City Council also supports the inclusion of the 'Countryside permissions' in Article 35 as per paragraph 10 of the City Council's statement dated 18.03.2022.

I would be grateful if you would pass this response to the Inspector; I welcome any questions should clarification on any matter be required.

Kind regards,

Charlotte

**Charlotte Burton MRTPI** | Principal Planning Officer (Strategic Sites)



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**From:** [Paul Humphrey](#)  
**To:** [Charlotte Burton](#)  
**Cc:** [Vas, Michele](#); [Niamh Leonard](#)  
**Subject:** RE: GCSP - CBC/CML Article 35 query  
**Date:** 10 June 2022 14:47:45  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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OFFICIAL

Hi Charlotte,

One final point.

Where our works do have the potential to pass into or through groundwater we would be required to seek a permit from the EA under the Environmental Permitting (England and Wales) Regulations 2016 (EPR).

Best regards,

Paul

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

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**From:** Paul Humphrey  
**Sent:** 10 June 2022 14:44  
**To:** Charlotte Burton <[Charlotte.Burton@greatercambridgeplanning.org](mailto:Charlotte.Burton@greatercambridgeplanning.org)>  
**Cc:** Vas, Michele <[michele.vas@dentons.com](mailto:michele.vas@dentons.com)>; Niamh Leonard <[Niamh.Leonard@networkrail.co.uk](mailto:Niamh.Leonard@networkrail.co.uk)>  
**Subject:** RE: GCSP - CBC/CML Article 35 query

OFFICIAL

Hi Charlotte,

I have done a bit further research into the groundwater assessment undertaken as part of the EIA and reported in the ES.

Chapter 18 Water Resources details the groundwater assessment, para 18.3.8 states:

*'Between 50% and 80% of the flow in Hobson's Brook is from the Chalk springs at Nine Wells (Ref 18.22). The flow of water at Nine Wells is influenced by an artificial recharge scheme. The Cambridge Water AMP6 RSA Desk Study: Nine Wells report (Ref 18.22) provides information on the Babraham pumping station and the artificial recharge scheme. The artificial recharge scheme was put in place following investigations which showed there is a direct link between the abstraction of water at the Babraham pumping station and the flow of water at Nine Wells. The artificial recharge scheme was put in place to help maintain the flow of water from the spring at Nine Wells. Water is piped underground from the pumping station and is injected into four boreholes upstream of Nine Wells. This allows water to percolate naturally through the bedrock and rise at the spring at a minimum discharge rate of 20 litres per second: mimicking the natural process as closely as possible. HCT's monitoring data shows that summer flow in Hobson's Brook (which is fed by the spring at Nine Wells) was maintained in 2020. According to the HCT, 2020 is the first year that flow has been maintained throughout the summer in recent years.'*

Para 18.3.9 concludes:

*'Nine Wells springs are therefore fed by groundwater flowing from the south east. The LNR is therefore upgradient from the proposed Development boundary.'*

As such none of the works undertaken within the red line boundary for the CSIE proposed development could impact the Nine Wells Spring groundwater flows.

There are numerous protections within the TWAO for the quality of the groundwater against potential contamination and pollution, notably the CoCP through the Pollution Control Plan and Condition 15 - Operational Surface water drainage Strategy of the Deemed Planning Conditions, but none of these specifically deal with the flow of groundwater. However, this is probably due to the details above from the ES where impacts on groundwater flow to Nine Wells Springs was not considered an issue due to the springs being upgradient from the CSIE proposed development.

Para 18.5.10 states that *'No operational activities have been identified which increase the potential for pollution of groundwater compared to the baseline. Therefore, no change to the groundwater receptors is anticipated as a result of the proposed Development.'* and para 18.5.11 concludes *'It is anticipated that the proposed Development will not prevent current and future WFD objectives being met for surface waterbodies and groundwater bodies.'*

I hope this additional information is of assistance.

Best regards,

Paul

**Paul Humphrey**  
TWAO Consents Manager  
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**From:** Paul Humphrey  
**Sent:** 10 June 2022 13:58  
**To:** Charlotte Burton <[Charlotte.Burton@greatercambridgeplanning.org](mailto:Charlotte.Burton@greatercambridgeplanning.org)>  
**Cc:** Vas, Michele <[michele.vas@dentons.com](mailto:michele.vas@dentons.com)>; Niamh Leonard <[Niamh.Leonard@networkrail.co.uk](mailto:Niamh.Leonard@networkrail.co.uk)>  
**Subject:** GCSP - CBC/CML Article 35 query

OFFICIAL

Hi Charlotte,

Thank you for the call earlier seeking further clarification on whether control mechanisms already existed within the draft TWAO or it's supporting documentation in respect to two items of the CML/CBC disapplication's detailed in the current drafting of article 35 within the draft TWAO, namely groundwater impacts to the Nine Wells Springs and Pedestrian and Cycling impacts to the southern end of the Cambridge Biomedical Campus.

I have looked into both issues and can provide the following information to assist GCSP reaching a decision on whether the proposed disapplication's can be accepted.

#### Groundwater

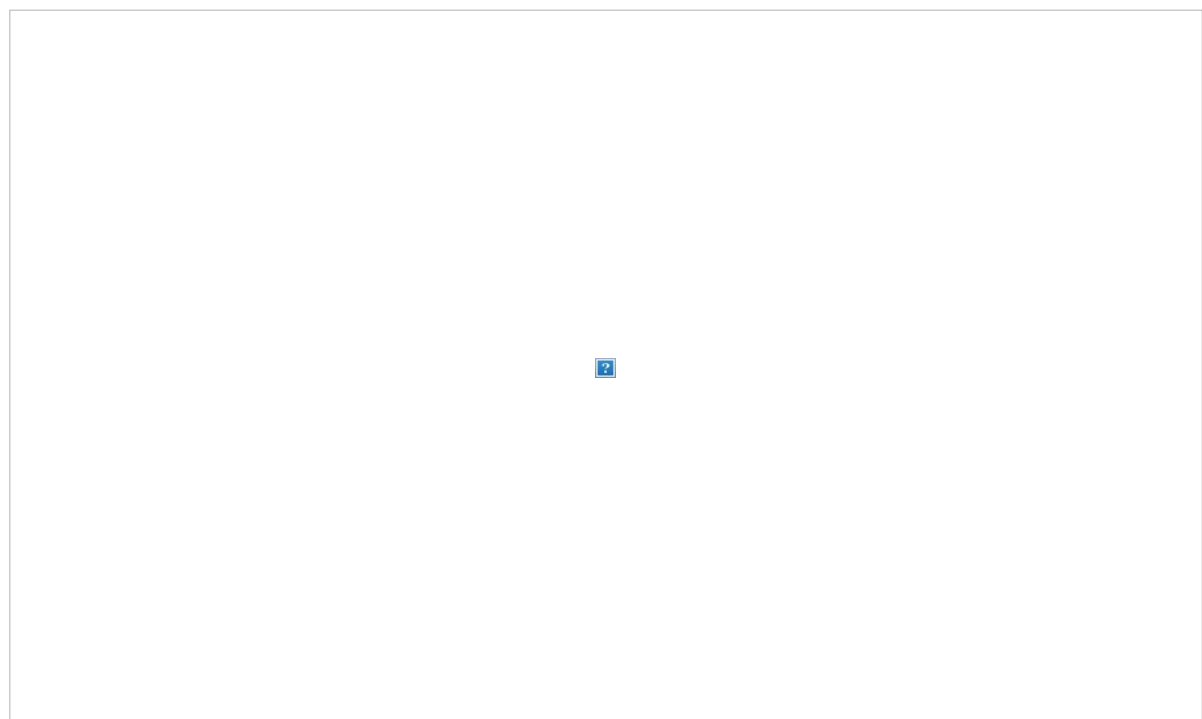
Any impacts on the assets of the Hobsons Conduit Trust including Nine Wells Springs are covered under the Protective Provisions detailed in Schedule 12 Part 4, as the definition for watercourse within the drafting states:

*"the watercourse" means Hobson's Brook and Conduit, and includes any works, lands or premises belonging to the Trust, or under its management or control, that are held or used by the Trust in connection with Hobson's Brook and Conduit.*

Under the protective provisions Network Rail are required to submit our designs to the HCT engineer for approval prior to commencing works.

#### Pedestrian and Cycling

The TWAO as drafted seeks powers **only** to temporarily divert the National Cycle Network Route 11 and Genome Path lying to the south of Addenbrookes Road, between points X1 and X2 and Y1 and Y2 respectively as detailed below on the extract form Sheet 3 of 10 of the Deposited Plans dated January 2022 (Inquiry Doc Ref NR9.1). The temporary diversion route is delineated as Z1-Z2-Z3 coloured in red on the extract below. The powers are derived from Article 11 of the draft TWAO and are set out in Schedule 8 – Streets to be temporarily stopped up or diverted.



Article 11 states in clause 5(a) that before implementing the powers to temporarily stop up or divert, Network Rail must consult with the street authority. Upon completion of the CSIE construction, the two routes would be returned to their existing alignment pre-construction.

I hope the above confirms that there are sufficient controls detailed within the draft TWAO to enable GCSP to accept the proposed disapplication of the relevant planning conditions as set out in article 35 of the draft TWAO.

Please let me know if you require any further information.

Best regards,

Paul



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