

TRANSPORT AND WORKS ACT 1992

TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004

SUMMARY PROOF OF EVIDENCE OF ANDREW DEACON

STOPPING-UP POWERS

15 March 2023

1 INTRODUCTION

- 1.1 My name is Andrew Deacon. I am a Technical Director within the Infrastructure Planning team at WSP with over 15 years' experience. I am contracted to Network Rail Infrastructure Limited (**Network Rail**) as the Consents Manager for the Cambridge re-signalling, re-lock and re-control project. I have worked in this role since May 2020 managing the Order and the overall consenting requirements for the Project.
- 1.2 I hold qualifications in:
- a. Property Economics – BSc (Hons) – Dublin Institute of Technology, Dublin, Republic of Ireland;
 - b. Urban and Regional Planning – MSc (Distinction) – Heriot Watt University, Edinburgh;
 - c. Urban and Rural Design – MSc (Distinction) – Queens University, Belfast; and
 - d. APM – Project Management Qualification (PMQ).
- 1.3 I have worked as an urban planner in private consultancy for over 15 years with a particular focus on the town planning and environmental consents relating to large scale infrastructure projects such as the HS2 and Crossrail Hybrid Bills, East West Rail Phase 1 and the Network Rail (Felixstowe Branch Line Improvements – Level Crossings Closure) Order 2018, as well as a number of projects for Transport for London and Transport for Wales.
- 1.4 This summary Proof of Evidence (**Summary**) provides an overview of my evidence in relation to the proposed stopping-up of highways required as part of the Project.

2 PROPOSED STOPPING UP OF STREETS

- 2.1 My Proof of Evidence explains stopping up powers included in the Order, which is required to:
- a. allow for the Project works to take place;
 - b. enable subsequent maintenance of these works; and
 - c. mitigate the impacts of the works on neighbouring properties.
- 2.2 In relation to land parcels 009, 010, 603, 910 and 911 (which form part of the adopted public highway and are proposed to be stopped up pursuant to the provisions of the Order) my Proof of Evidence explains that, following the proposed level crossings upgrades, these land parcels will become enclosed behind upgraded fence lines and/or upgraded fencing (i.e. they will not

be physically accessible). As such, the public will no longer be in a position to use these land parcels as public highway and the Order is seeking powers to stop these up.

- 2.3 In relation to land parcel 307 (which is currently adopted highway) my proof of evidence explains that the parcel is required to be stopped up to mitigate a reduction in the private access rights and parking area for the owners at 1 Station House as a result of placing new barrier equipment in the south-east corner of the level crossing. The area which is proposed to be stopped up is very minor (1 sqm).

3 CONSULTATIONS AND RESPONSE TO OBJECTIONS

- 3.1 The Proof of Evidence sets out consultations undertaken with the affected Highways Authorities in relation to the proposed stopping up of streets. It explains that both councils were consulted as part of the public consultation exercise undertaken in March 2021.
- 3.2 The Proof of Evidence also deals with the objections submitted by the affected Highways Authorities and explains engagement undertaken with the authorities to make sure that their concerns are addressed. At the date of my Proof of Evidence both objections submitted by the affected Highways Authorities have been withdrawn and no further concerns have been raised by any third parties in relation to stopping-up powers included in the Order.

4 CONCLUSION

- 4.1 My Proof of Evidence confirms that the proposed stopping up powers have been consulted upon and approved by the affected Highways Authorities, which have now withdrawn their objections to the Order.

Dated 15 March 2023

I believe that the facts stated in this Summary are true.



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Andrew Deacon