

Les Waters
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Company Secretary
Network Rail Infrastructure Limited
1 Eversholt Street
London
NW1 2DN

1 June 2020

Network licence Condition 17 (land disposal): Cambridge station

Decision

1. On 8 April 2020, Network Rail gave notice of its intention to dispose of land at Cambridge station, Cambridgeshire (“the land”), in accordance with Condition 17 of its network licence. The land is described in more detail in the notice (copy attached). Further plans are attached at Annex B.
2. We have considered the information supplied by Network Rail including the responses received from third parties consulted. For the purposes of Condition 17 of Network Rail’s network licence, ORR consents to the disposal of the land in accordance with the particulars set out in its notice.

Reasons for decision

3. We are satisfied that Network Rail has consulted relevant stakeholders with current information¹.
4. In considering the proposed disposal, we note that:
 - there is no clear evidence that current railway operations would be affected adversely; and
 - Plot 1 – which is closest to the operational railway – would be leased back to Network Rail and remain available to users of Cambridge station through the construction of a new multi-storey car park, to be included in the station lease area.

Consideration of objection by East West Railway Company Limited

5. Network Rail’s stakeholder consultation showed that East West Railway Company Limited (“EWR”) objected to Network Rail’s proposed disposal on two grounds:

- a) that the loss of land would jeopardise the potential opportunity to expand the number of platforms at Cambridge station if the Government were to

¹ At the time of notification to ORR, the majority of Network Rail’s consultation responses had fallen outside the six-month period referred to in our land disposal guidance. Network Rail has stated that this was due to Covid-19 related issues within the company and, taking this into account, we concluded that it will not be necessary for Network Rail to reconsult its stakeholders on this occasion.

decide that its preferred route for the Bedford to Cambridge railway would approach Cambridge station from the north; and

- b) that the proposed disposal could bring significant risk to its future operational and service performance and costs. It planned to be able to stable, service and clean trains overnight at Cambridge should its operations start in 2028/29, and the lack of available facilities in the Cambridge area would make this difficult to achieve.

6. We note that EWR is a non-departmental public arm's length body set up by the Government to accelerate the East West Rail project and it works closely with the Department for Transport ("DfT"). We also note that DfT did not object to the proposed disposal. In February 2020, the Government confirmed that the preferred route alignment for the new railway would approach Cambridge station from a southerly direction. This has effectively dealt with EWR's first point. This may also render stabling facilities on the land proposed for disposal operationally inconvenient, requiring the shunting and reversing of trains between the land and the platforms.

7. With regard to EWR's second point, we note Network Rail's reasons why it considered that EWR's points in point b) above were not practicable:

- EWR's use of the land would remove a significant amount of, if not all, passenger and staff/train crew parking at Cambridge station with no apparent location for alternative provision; and
- it would severely impact access to the station from the north, affecting pedestrians, cyclists and Network Rail's track maintenance activities.

8. Network Rail also stated that the available headroom beneath the existing cycle/pedestrian Carter Bridge, crossing to the north of the land is restricted and may not permit rail movements below without either major modification or agreeing dispensations.

9. We note Network Rail's points and consider its assessment to be reasonable. This is consistent with Network Rail's *Cambridgeshire Corridor Study*², which states in its summary that overall stabling required for up to 2043 "*Needs to be done alongside Cambridge station development work, to support any service increases, which are required from 2033*".

10. With regard to stabling, we are aware that possible stabling facilities could be available further to the north at the Greater Anglia carriage sidings for possible use under agreement with the operator. Network Rail has stated that it is willing to engage constructively with EWR to discuss future stabling requirements and we will expect Network Rail to do so if required.

11. Network Rail proposes to dispose of the land in three plots, of which Plot 1 is currently in use at the station for parking, forming part of the station lease. We note that Network Rail would bring an area of that land back into such use, with the

² Network Rail [Cambridgeshire Corridor Study](#), February 2019.

introduction of a multi-storey car park for rail users so the land would not be lost from railway related use.

12. Network Rail's proposals do not take into account the potential for growth in car parking demand at the station, but this has been considered in the development's overall design along with the provision of additional transport facilities. We also note that Network Rail has yet to complete the station change procedure required in accordance with the relevant station access conditions, but it must do so prior to disposal³.

13. We have considered this proposal in line with the *Land disposal by Network Rail: The regulatory arrangements, October 2019*,⁴ decision criteria⁵. We note the views given by EWR to Network Rail, but we have received no clear evidence to show that EWR's use of the land was likely, especially after the Government's announcement of the preferred approach into Cambridge. Network Rail's land closest to Cambridge station would continue to support the use of the station, forming part of the station lease area, with other land supporting wider development. Given this, we cannot uphold EWR's objection.

14. Based on all the evidence we have received and taking into account all the material facts and views relevant to our consideration under Condition 17, we are satisfied that there are no issues for us to address.

15. We have had regard to our decision criteria in *Land disposal by Network Rail: The regulatory arrangements, October 2019*,⁶ and balanced our section 4 duties given to us under the Railways Act 1993. In doing so we have given particular weight to our duty to exercise our functions in a manner which we consider best calculated to "protect the interests of users of railway services".

16. We have concluded that the proposed disposal is not against the interests of users of railway services. In light of that and our understanding of the transaction as set out above, we grant our consent to the proposed disposal of the land.



Les Waters

Duly authorised by the Office of Rail and Road

³ This procedure deals with matters related to the layout and availability of station facilities and requires the station facility owner and train operators using the station to be consulted on any proposed changes.

⁴ Available from https://orr.gov.uk/data/assets/pdf_file/0007/1996/land-disposal-regulatory-arrangements.pdf.

⁵ At paragraph 3.6 and where it also states at paragraph 3.7 - In reaching a decision, ORR will have regard to relevant considerations including:
(i) whether the site is identified or reserved for transport use in any local transport plan or local statutory plan, and whether funding has been identified; and (ii) whether the site is likely to be required as a result of a regional transport strategy developed in accordance with national or regional planning guidance.

⁶ Available from https://orr.gov.uk/data/assets/pdf_file/0007/1996/land-disposal-regulatory-arrangements.pdf.

Proposed Property Disposal

Application by Network Rail Infrastructure Limited to dispose of land in accordance with the Land Disposal Condition of the Network Licence

1. Disposal	
Type of disposal	<p><u>Plots 1 and 2:</u> Long leasehold (999 years or less) of the land coloured blue on Plan No 7058112-2-B but excluding airspace above areas cross hatched black).</p> <p>Plot 1 will be subject to a leaseback to Network Rail for those parts and levels of the new building and comprising the new railway multi storey car park (mscp).</p> <p><u>Plot 3:</u> Freehold Disposal.</p>

<p>Rationale for disposal</p>	<p>Network Rail has a Development Agreement exchanged with Brookgate CB1 Limited dated 31st March 2019 which, subject to agreement of specific terms, permits land to be drawn down from within an agreed wider master plan area, known as CB1, around Cambridge Station.</p> <p>This application follows earlier ORR Land Disposal Consents and now represents the final phase development proposals for the master plan area within Network Rail control.</p> <p>Since the master plan was consented Brookgate has delivered a considerable amount of rail related facilities from each phase disposal and the master plan has continued to evolve to reflect changing needs and market conditions which in turn have supported each separate ORR Land Disposal application.</p> <p>The previous ORR Land Disposal Consents include: -</p> <ol style="list-style-type: none"> 1. 30th June 2008 - consent granted by the Office of Rail Regulation for the sale of land at Cambridge Station shown coloured green and hatched purple on Plan 217382/EAD/SK853 within Appendix A. 2. 29 May 2014 – consent approved for the disposal for the construction of a 3000-space cycle park and hotel above, including small change to the boundary of the major office building which frames the Station Square directly opposite the Station both coloured blue on Plan 70354 within Appendix A. <p>It should be noted that the now referred to Plot F2 received ORR Land Disposal Consent under approval consent dated 30th June 2008 but being a component part of the current proposal is included again for clarity and approval.</p>
<p>Clearance Ref No:</p>	<p>CR/38762 (Certificate Number 49813)</p>
<p>Clearance Type:</p>	<p>Technical Clearance (renewal).</p>
<p>Clearance Date:</p>	<p>14th June 2019.</p>

2. Site	
Description of property for disposal	<p>3 parcels of Land at Cambridge Station shown coloured blue on the attached Plan No 7058112-2-B and marked Plots 1, 2 and 3.</p> <p>Plots 1 and 2 on the Plan comprise parts of the current station surface car park and are located to the north and west of the existing Ibis Hotel and Station Cycle Point facility, which in part fronts onto Station Square. The sites are laid out for car parking spaces and accessed from the internal and private highway network as shown on the plan.</p> <p>Plot 3 comprises part of the current footpath to Station Road. Part of Station Road is owned by Network Rail and included within the Station Lease and part is adopted highway. The main purpose of the highway and pavement is to provide access to the Station, the adjoining bus Interchange and adjoining new development. Despite being adjacent to the Station Lease for Cambridge Station this sliver of land is excluded from the lease demise.</p>
Attached plans and photographs: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>Attached plans and photographs at Appendix A:</p> <p>Location Plan.</p> <p>Plot Disposal Plan number 7058112-2-B. Disposal areas coloured blue. NR retained land coloured green.</p> <p>Prior Land Disposal Consent Plans: 217382/EAD/SK853 shown coloured green and hatched purple and 70354 shown coloured blue</p> <p>Aerial showing the overall CB1 Development site in context with the Station.</p> <p>CGI of Development Proposal.</p> <p>Photo 1 – Plot 1 (B2) as viewed from the north (Cycle/Pedestrian foot bridge)</p> <p>Photo 2 – Plot 2 (F2) as viewed from the north (Cycle/Pedestrian foot bridge)</p> <p>Photo 3 – Plot 3 (prior to the recent demolition of the adjoining 3rd party owned Murdock House) as viewed from the front of the Station.</p> <p>Public Realm Layout Drawing.</p>
Ordnance survey coordinates	<p>E 546193 N 257360</p>

3. Proposal	
Proposed party taking disposal	Brookgate Land Limited (the developer) or alternative nominated party/Fund to be agreed.
Proposed use / scheme	<p>The final phase of development forming this application comprises the construction of:</p> <p>1) a MSCP for rail commuters and an Aparthotel (Plot 1 - referenced B2). The multi storey car park will replace existing surface car parking spaces upon the sites of both B2 and F2 which in addition to remaining surface Station car parking (which has been improved and upgraded via previous development phase) will maintain overall Station parking numbers.</p> <p>2) an office block (Plot 2 - referenced as F2) for a 3/4 storey Office development.</p> <p>The description and detail to this complete proposal and how it would be implemented is fully set out in the Network Rail Material Change Proposal dated 29th November 2018 and attached at Appendix B. The attachment does not include all Appendices and Plans distributed with the Change submission however if further clarity is required on any point this can be supplied on request.</p> <p>For the avoidance of doubt however and to implement the development upon Plots 1 and 2, Brookgate has legally secured arrangements to provide temporary car parking nearby to ensure there is no loss of parking spaces during any construction period.</p> <p>Plot 3 will be disposed for integration into a wider public realm space being provided within the third-party residential development project now under construction on adjoining land and shown in Public Realm layout drawing in Appendix A.</p>
Access arrangements to / from the disposal land	<p>During the construction period for Plots 1 and 2, a temporary access to the retained surface Station car park to the north of the cycle/pedestrian over bridge will be provided via the F2 plot. When the new MSCP is first taken into use and the construction commences on F2, the route of the temporary access road will be altered to facilitate the access to the retained surface car parking.</p> <p>On completion of all Plots 1 and 2 works the vehicular access will revert to the current Northern Access Road. The spine road between Plots 1 and 2 will remain within the Station Lease but with rights of way granted over this to both Plots, including also access rights between Plot 1 and the existing Hotel/Cycle Park building.</p> <p>Access to Station Square will remain from the Northern Access Road until proposed alterations to the Square are undertaken and</p>

	<p>completed. Details of this are set out in the Material Change submission (Appendix A, Section 6.1 – 6.3).</p> <p>Cycle & pedestrian routes to the Station will remain largely unaffected but secured and safe routes will be provided throughout the construction areas to the full satisfaction of the Station Facility Operator.</p>
Replacement rail facilities (if appropriate)	<p>During the Plot 1 and 2 construction phase and on a temporary basis, 170 spaces within the adjoining Leisure Centre Car Park to the south of Cambridge Station will be made available to the SFO for Station car park users. This number will reduce to 55 when the MSCP is taken into use and Plot 2 works are fully complete. This will ensure that there is no loss of spaces during the construction period.</p> <p>The new MSCP, to be designed and constructed to Rail Industry standards, will provide a total of 210 spaces and upon completion will be included within the Cambridge Station Lease.</p>
Anticipated rail benefits	<p>The construction of a new MSCP for [210 spaces.</p> <p>The provision of office accommodation for Cross Country Trains (if required) for the use of drivers and other train crew within a building to be identified and agreed within the remaining Brookgate CB1 Estate.</p> <p>Alterations to the Square to improve traffic circulation within the Station environs.</p>
Anticipated non-rail benefits	<p>The completion of the master plan will be the final stage of ensuring Cambridge Station is an appropriate gateway to the City for the 21st Century.</p>
4. Timescales	
Comments on timescales	<p>The completion of the disposals will be dependent upon the approval of planning permission for the scheme. This was submitted in November 2018 but still awaits determination by the Local Planning Authority. There has been delay due to an acknowledged lack of resource problem within the Planning Department however it is hoped the application will now be submitted to Committee for determination in April 2020.</p> <p>If planning consent is achieved, it is hoped to commence development activities during 2020 and on the basis all necessary rail and Regulatory consents have been obtained.</p>

5. Railway Related Issues

History of railway related use	<p>Plots 1 and 2, are part of the existing Station car park, to be replaced by the new MSCP as and when constructed. Both are within the existing Station Lease.</p> <p>Plot 3 is a small part of the existing footpath to Station Road and will become part of a wider public realm and extended Station Square being provided on adjoining 3rd party owned land currently being developed by others for residential purposes.</p>
When last used for railway related purposes	Currently used as Station car parking and paving.
Any railway proposals affecting the site since that last relative use	None other than the proposals now presented.
Impact on current railway related proposals	<p>As above. The proposals are all associated with the redevelopment of Cambridge Station and the wider regeneration of the surrounding area.</p> <p>The Station Change will ensure the SFO & users position is protected during the construction period of the works.</p>

<p>Potential for future railway related use</p>	<p>Cambridge Station and the surrounding area has an ongoing railway related use. The proposed disposals are to assist the ongoing regeneration of the area.</p> <p>The disposals are in harmony with future rail related use and have been designed in conjunction with the Network Rail Region and Route Teams.</p> <p>We have reviewed this specific proposal with the Anglia Route Study, published in March 2016 as well as with the East West Rail team with their current proposals in the Cambridge area. Also, the Cambridgeshire Corridor Study published this year and available here:</p> <p>https://cdn.networkrail.co.uk/wp-content/uploads/2016/12/Cambridgeshire-Corridor-Study-2019.pdf</p> <p>None of these have revealed any other plans for the land in question in the current 30-year Strategy other than this proposal and as outlined in this report.</p> <p>Cambridge Station and the surrounding area clearly has an ongoing railway related use however the master plan and proposed disposals assist in bringing about the intended regeneration in line with future railway related uses which have been designed in conjunction with and following detailed discussion with all relevant Stakeholders including the Department for Transport.</p>
<p>Any closure or station change or network change related issues</p>	<p>Network Change is not required.</p> <p>A Station Change Material Proposal was submitted on the 29th November 2018 and subsequently approved by all Consultees with comments.</p> <p>Similarly, a further subsequent Addendum to the Material Change dated 14th May 2019 was submitted and approved by all Consultees with comments.</p> <p>Together these will approve amendments to the current Station Lease boundary and will require usual documentation through ORR however will only become live in the event the proposals within this submission also proceed.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>The proposal will have implications for rail users and TOC's during the construction phase however these interests have been set out and approved via the approved Station Change process.</p> <p>These implications include cycle access to and from the Station, car park access to and from the Station, temporary car park spaces during the construction period.</p>

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal does not include and requirement for new fencing of the railway boundary, as sufficient boundary treatment and fencing already exists.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.</p>
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6. Planning History and Land Contamination

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The Outline Planning Application for the master plan was approved in April 2010. Since then further Reserved Matters / Detailed Planning Applications have been submitted for different Phases of the scheme.</p> <p>Detailed planning permission for the Block B1 the cycle /hotel was granted on the 5th July 2013.</p> <p>Block A1/A2 (One the Square) was granted planning consent on 1st August 2013.</p> <p>An application for the Minor Amendment to the Square will be submitted later this year.</p> <p>The planning application for B2/F2 was submitted to the Local Planning Authority in November 2018 but remains outstanding due to acknowledged resource issues within the Authority. It is hoped the Application will now be submitted to Committee for determination in January 2020.</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>None known which are relevant to this application. Ground Investigation surveys have been undertaken and not revealed any major issues.</p>

7. Local Authorities

Names & Email Addresses:	Director of Planning Cambridge City Council South Cambridgeshire Hall Cambourne Cambridgeshire CB23 6EA
Local Transport Authorities:	Service Director Strategy Director Cambridge County Council Castle Court Shire Hall Castle Hill Cambridge CB3 0AP
Other Relevant Local Authorities:	N/A

8. Internal approval to consult

Recommendation:	By proceeding to consult I am: <ul style="list-style-type: none">• recommending that Network Rail consults on the terms of disposal• confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions• confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.
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9. Consultations

Internal consultation

Network Rail internal land clearance (Business & Technical) has been secured (CR38762). The only site-specific conditions relate to:

All new buildings to be at agreed distances from the railway boundary to be determined by Network Rails Engineers and comply with Network Rail and British Standards.

Access must always be maintained for all type of maintenance vehicles to the NR Maintenance compound.

Network Rail's generic conditions to ensure the future protection of the operational railway and infrastructure.

The development does not feature in the current 30 year RUS for the Anglia Route Study, published in March 2016 as well as with the East West Rail team with their current proposals in the Cambridge area. Also, the Cambridgeshire Corridor Study published this year and available here:

<https://cdn.networkrail.co.uk/wp-content/uploads/2016/12/Cambridgeshire-Corridor-Study-2019.pdf>

None of these have revealed any other plans for the land in question in the current 30-year Strategy other than this proposal and as outlined in this report.

Cambridge Station and the surrounding area clearly has an ongoing railway related use however the master plan and proposed disposals assist in bringing about the intended regeneration in line with future railway related uses which have been designed in conjunction with and following detailed discussion with all relevant Stakeholders including the Department for Transport.

<p>Summary of position as regards external consultations</p>	<p>Full details are given in the accompanying Consultation Report. In summary:</p> <p>33 stakeholders were consulted, and 29 responses were received. Of these 24 responded with No Comment/No Objection/No issues.</p> <p>5 Consultees responded with comments - numbers 2 (Arriva Trains Cross Country), 10 (Greater Anglia), 27 (BTP), 28 (East West Rail) and 29 (London Travelwatch).</p> <p>Consultee 2 raised a car parking query “that although current numbers are maintained no account is given of how future demand and growth has been assessed”. Network Rails response that the proposals were consistent with the master plan and approved Station Change process were accepted.</p> <p>Consultee 10 confirmed support to the disposal as set out in the Station Change dated 29/11/18 and Addendum subject to the comments of the consultees in particular the ability for AEA as SFO to approve the terms of the head lease before it is signed so as to ensure that it does not adversely affect the operation of the Station, or contain onerous new obligations with which we will be required to comply, that NR noted and agreed. Network Rail confirmed this position.</p> <p>Consultee 27 had no objection subject to being involved during the Projects design and build phase in order to Design out Crime. Network Rail confirmed this position.</p> <p>Consultee 29 advised Cambridge Station is outside London TravelWatch’s remit.</p> <p>Consultee 28 (East West Rail) – see following Section, Unresolved objection.</p> <p>No responses were received to the consultation from the following Consultees despite 4 email reminders to all;</p> <ul style="list-style-type: none"> - Virgin Trains, Network Rail Media Relations – neither consultee are key stakeholders, so the absence of response is not considered material. - Cambridge City Council, and Cambridge County Council – Both consultees are in the process of determining the sites planning application which is due to be submitted to Committee in April 2020 with an Officer recommendation to grant consent. The plans accord with the adopted Council master plan for the Station so the absence of a response is not considered material and all issues will be addressed through the planning process.
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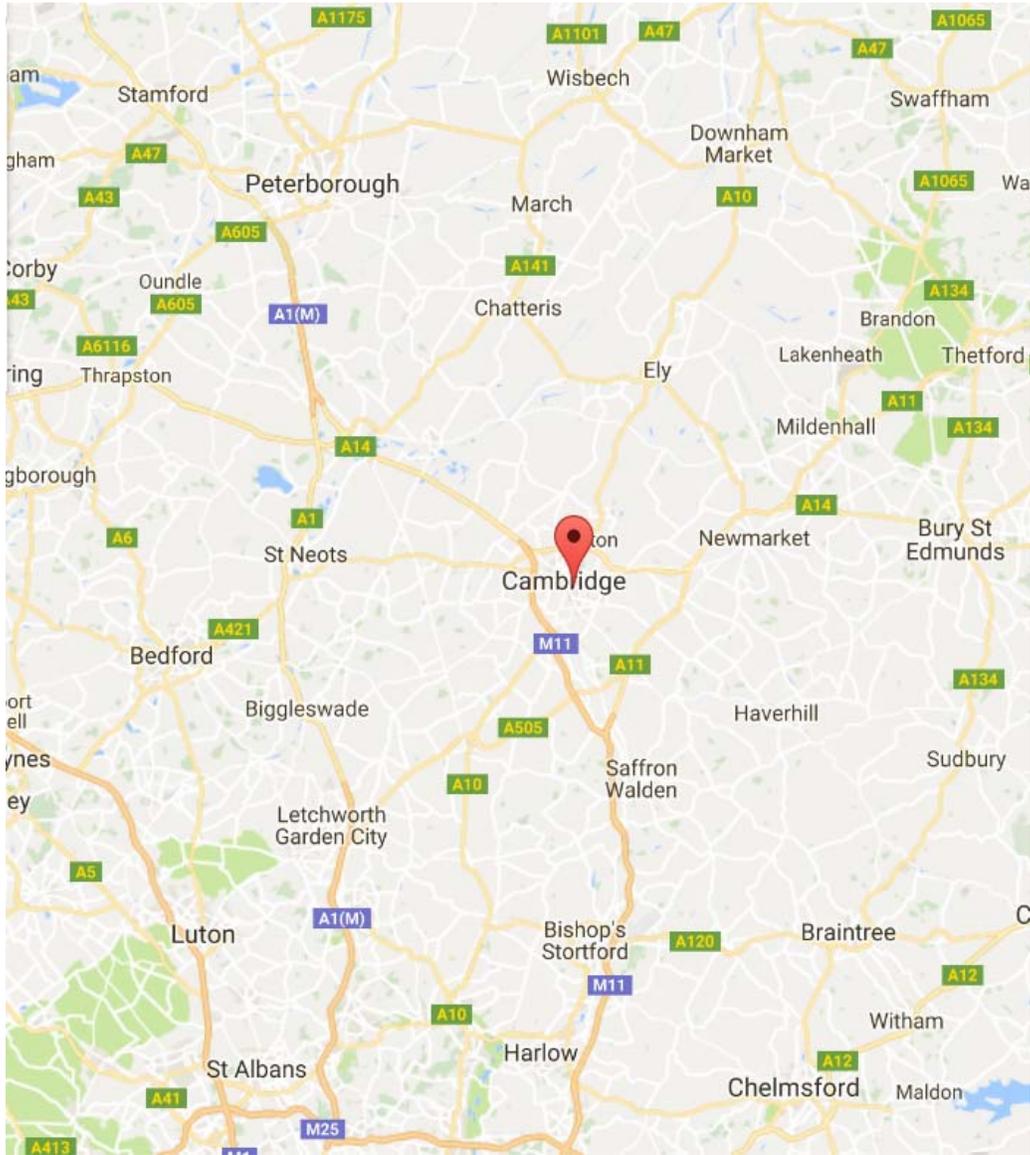
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p><u>Unresolved objections. (See Consultation Report – no 28).</u></p> <p>East West Rail (Consultee 28) have declined to remove their objection having highlighted in response to the Consultation that the land should be retained for possible future use for new platforms and stabling purposes in connection with the EWR project currently programmed to be delivered at Cambridge in 2028/2029. Further EWR were unable to remove any objection until a Ministerial decision had been issued for the preferred route alignment of the new railway between Bedford and Cambridge. The decision was subsequently given in early February 2020 with the route approaching Cambridge Station from a southerly direction.</p> <p>Despite the Ministers decision and further Network Rail/EWR discussions, EWR remain unable to remove their objection and maintain that the subject land remains suitable for stabling use. Following this Network Rail entered correspondence with the DfT as Sponsors to the EWR Company project and appraised them of the background. Subsequently, DfT met EWR separately to discuss the situation.</p> <p>In February 2020 EWR re-confirmed they raised their objection because it is very unclear where else future stabling can be accommodated and have been given no assurances on this to enable its removal. Despite repeated requests, EWR have provided no detailed evidence of their stabling requirements or detail from their own assessment that the subject land is indeed suitable for their anticipated requirements. Network Rail have provided a series of reasons why it does not believe the subject site to be suitable (as detailed on pages 36, 37 and 44 of the accompanying consultation report) however EWR has declined to comment on any of these in response.</p> <p>It is Network Rail's opinion that land disposal consent should be granted as EWR has been unable to demonstrate a reasonably foreseeable railway related use for this land. The objection is based on EWR being unclear of other stabling options (following Network Rail explaining the practical and physical constraints associated with the subject land for this purpose). We therefore consider the objection to be too remote and vague to warrant material consideration and ultimately it is inconsistent with ORR's Regulatory Arrangements for Land Disposal. Further, DfT (who are aware of the objection by EWR) have raised no further comments upon their initial consultation response.</p>
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10. Internal approval to dispose

Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions
Proposer's name:	Proposer's job title: Principal Development Manager
Signed	Date March 2020
Authorised by (name):	Authoriser's job title: Principal Development Manager
Signed	Date March 2020

APPENDIX A.

Location Plan



Plot Disposal Plan



Bespoke Mapping • Land & Building Surveys • GIS Analysis & Data Management • CAD • Projects • Email: Landinformation@Networkrail.co.uk
 Request a Service @ <http://connect.delivery/CommercialProperty/Land-information.aspx>



Notes

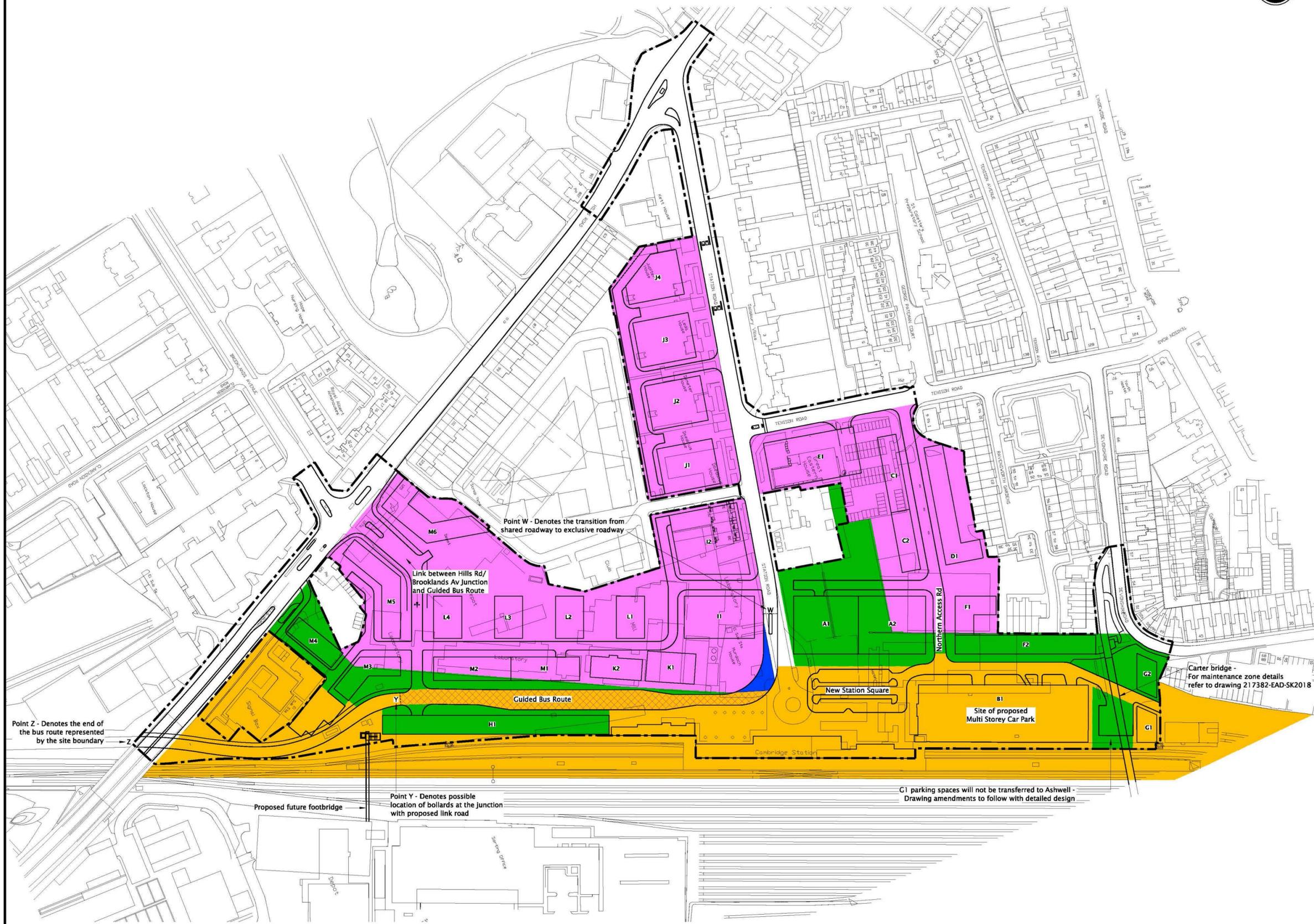
- 1. Do not scale from this drawing.
- 2. All dimensions & levels should be checked on site.
- 3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.

Legend

- Network Rail owns freehold, and retains ownership
- Network Rail freehold, subject to Ashwell easement
- Network Rail owns freehold, and transferred to Ashwell, subject to necessary rights to protect rail operational matters e.g. signal cables across plot H1
- Land owned & retained by Ashwell
- Ashwell owns freehold, and transferred to Network Rail
- Site Boundary

Drawing References

217382-EAD-SK2018 (Extents of Carter Bridge Maintenance Zone)



Rev	Date	Drawn	Description	Ch'k'd	App'd
P6	24.06.08	LWR	Proposed site layout revised to suit latest plans, hatching revised following instruction from CBRE	AMR	-
P5	31.03.08	LWR	Minor amendments	AMR	-
P4	31.03.08	LWR	Plot ID labels, and road names added	AMR	-
P3	31.03.08	LWR	Hatching amended	AMR	-
P2	27.03.08	LWR	Drawing sheet size changed to A1	AMR	-
P1	26.03.08	LWR	Preliminary Issue	AMR	-

m Mott MacDonald

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Client
Ashwell Property Group Plc

Title
CB1 Cambridge Station Redevelopment

Land Ownership Plan

Designed		Eng.Chk.	
Drawn	L.Russell	LWR	Coordination
Dwg.Chk.	A.Rawlings	AMR	Approved
Scale at A1	1:1250	Project	217382
		CAD file	217382-EAD-SK853
Drawing No	217382/EAD/SK853	Status	INF
		Rev	P6

PRIOR DISPOSAL PLAN



Aerial View (from the south).



CGI of Development Proposals



Photo 1 – (Plot B2).



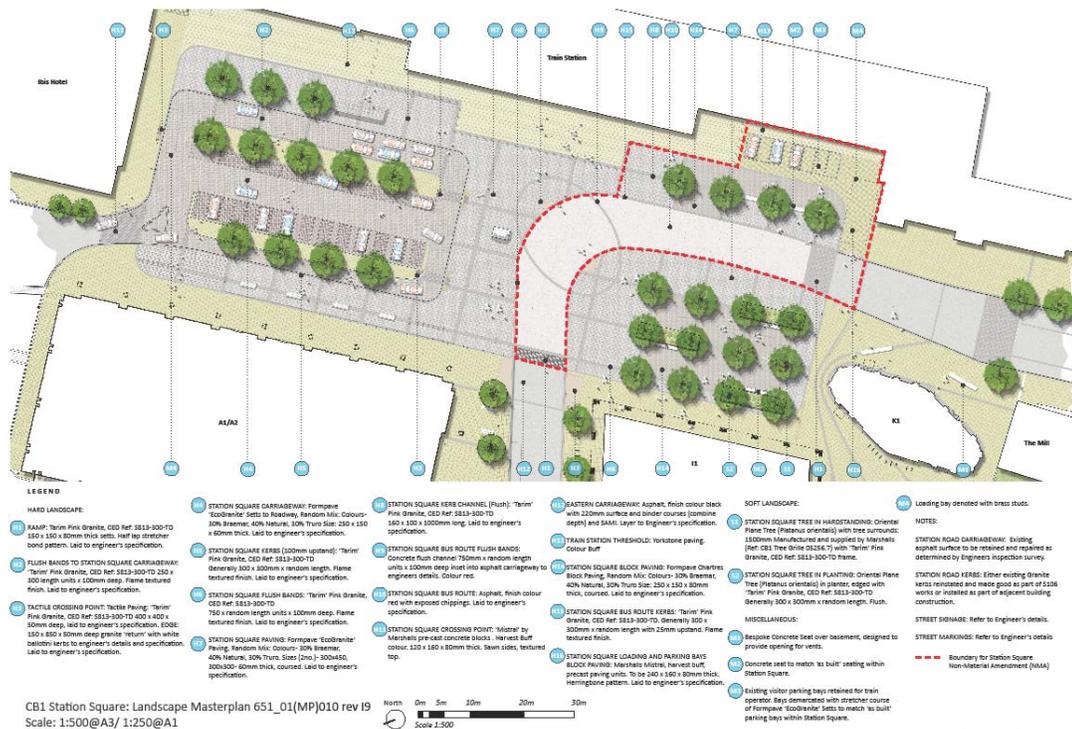
Photo 2 (Plot F2).



Photo 3 (Plot 3).



Public Realm layout drawing.



APPENDIX B.

Material Change Proposal

Network Rail Material Change Proposal

Part C of Anglia Station Access Conditions 2015 (FRI Leases) (England & Wales)

Cambridge Station CB1 Project The Devonshire Quarter Blocks B2 and F2 Use of Leisure Centre Car Park

29 November 2018

NETWORK RAIL INFRASTRUCTURE LIMITED MATERIAL CHANGE PROPOSAL (“Proposal”)

**in accordance with Part C (Condition C4.1) of the Anglia Station Access
Conditions 2015 (FRI Leases) (England & Wales) and applicable Station
Annexes (“SACs”)
relating to Cambridge Station (“the Station”)**

- 1.0 Background**
- 2.0 The Proposal**
- 3.0 Financial Impact Test**
- 4.0 Response**
- 5.0 Changes to SACs**
- 6.0 Ancillary Documentation**
- 7.0 Resolution Service Party**
- 8.0 Co-Operation Agreement & Financial Undertaking**

- 9.0 Relevant Undertaking**
- 10.0 Minor Modification**
- 11.0 Dispensation from DfT Code of Practice**
- 12.0 Submission to the Office of Rail and Road**
- 13.0 Implementation**
- 14.0 Miscellaneous**
- 15.0 Copies of Proposal**
- 16.0 Approval of Proposal**

Appendices:

Appendix A – Plan(s), Schedule of Works and other relevant details

Appendix B – Template preliminary response letter

Appendix C – Amending Document

Appendix D – Deed of Surrender & Supplemental Lease Plans

**Appendix E –Template Co-operation Agreements between Industry parties
(Network Rail and Relevant Operators)**

Appendix F – Relevant Undertaking

Appendix G – Template Supplemental Lease

Appendix H – Construction Phasing Plans

Appendix I – B2 Drawings, including Multi Storey Car Park (MSCP) Plans

Appendix J – F2 Drawings, including XCT Accommodation Plans

**Appendix K – Draft Licences for proposed Works Compounds, Access
Licences etc.**

Appendix L – Draft B2 MSCP under lease to Network Rail

**Appendix M – Draft Heads of Terms for the use of the Leisure Centre Car
Parking**

Appendix N – Car Parking & Movement Plans

Appendix O – Bus Management Plan

NETWORK RAIL INFRASTRUCTURE LIMITED (“NETWORK RAIL”)

1.0 The Background

- 1.1 Outline planning permission was granted in April 2010 for the comprehensive regeneration of the Station area of Cambridge with a new mixed-use development (LPA ref: 08/0266/OUT). A series of parameter plans (collectively the CB1 master-plan) were approved as part of the permission which set broad principles of land use, access, height, footprints and landscaping.
- 1.2 Network Rail and its development partner Brookgate (the developer) have been working together since 2005 to deliver a series of developments which fund rail related improvements, which support the future of Cambridge Station.
- 1.3 The scheme to date has already delivered significant improvements to the environment around Cambridge Station, including a number of important rail benefits and a number of Station Changes have been previously approved as the scheme has moved forward in stages.
- 1.4 In addition to the Guided Bus Route, which provides a dedicated link for the Cambridge Guided Bus to connect with the Station, the improvements associated with the scheme to date are the completion of the Hills Road link road, £4.25m funding for the Station Works, the improvement of the existing bus interchange and interim improvements to the Station Square assisted by the expenditure of over £4m of public funding secured with the City and County Councils. The Station works, which were delivered by Greater Anglia (GA), were completed in the early part of 2017.
- 1.5 In May 2014 a Station Change was approved for the first phase of the proposed Northern Quarter works. The construction of a new Cycle Point for approximately 3000 spaces was completed in November 2015 and following its fit out by GA opened in February 2016. The first phase of the new Station Square has also been completed and handed over to GA as well as the construction of the Northern Access Road (NAR) known as the Great Northern Road and works to Carter Bridge to improve the pedestrian and cycle access from Devonshire Road. A new electrical sub-station for Cambridge Station was also delivered and works to provide the British Transport Police new accommodation. Cross Country Trains (XCT) have also been relocated into temporary accommodation pending the completion of its new accommodation.
- 1.6 The May 2014 Station Change was accepted by consultees but not registered with the ORR due to there being no change to the Station

Specific Annexes. A full copy of this Station Change, including responses received, is available on request.

- 1.7 In August 2015 work commenced on the construction of Phase 1 of the Station Square which was approved by this earlier Station Change and these works were completed in April 2017.
- 1.8 A further Station Change for Phase 2 of the Station Square was accepted by consultees and registered with the ORR (ref S/22/288/15/06) in the summer of 2015. Phase 2 of the Square will complete the remainder of the public realm and is due to commence in January 2019.
- 1.9 This Station Change represents the last phase of the work to be undertaken as part of the approved Master-plan for Cambridge Station, to deliver an appropriate 21st century gateway to the city. The major rail benefit of this Phase will be the provision of the new driver's accommodation for XCT, a new Multi – storey car park to railway industry standards, the implementation of an acceptable industry plan for managing rail replacement buses (both emergency & planned) from within the current bus interchange. The scheme will also deliver changes to the access and egress arrangements into the current Station Square.
- 1.10 The proposed works will take place upon the sites hereinafter referred to as B2 and F2 and shown coloured blue on Plan L(00)04 at Appendix H. Both sites are currently used for surface car parking.

2.0 Proposal

- 2.1 This Proposal is a Material Change Proposal (as defined in the SACs) to carry out the works described in this Change Proposal (and for the making of any related changes to the SACs described in it), and the information required to comply with the SACs is set out in **Appendix A**.

Appendix A

Plan (s), Schedule of Works and other relevant details

1.0 The Proposed Works

- 1.1 The works proposed under this Station Change relate to:
 - (a) The construction of a new Multi Storey Car Park (the **MSCP**) on the site of B2, with a hotel development above.
 - (b) The construction of a new office on F2 incorporating on the Ground Floor accommodation suitable for the new permanent Cross Country Trains (**XCT**) train crew (the **XCT**

Accommodation) subject to the completion of an Agreement for Lease (AfL) for that between Brookgate and XCT. This would ensure that if F2 is constructed the future use for XCT is secured.

- (c) Alterations to the existing access and egress arrangements to the Station Square to improve accessibility and ease of movement for taxis and passenger drop off.
- (d) Finishing works to the surface of the spine road between the Northern Access Road and the northern Station car parking on completion of B2 and F2 works.

1.2 The individual proposals will be subject to further detailed planning applications.

2.0 The Detail of the Works – Temporary Car Parking Proposals

2.1 The developer has undertaken extensive work with its proposed contractor and consultants to achieve the most efficient solution for the provision of alternative car parking to ensure that there is no loss of spaces during the construction period of B2 & F2. Extensive research into the possibility of providing temporary deck parking has proved to be unviable and increased the period of construction and consequent disruption to the Station. As an alternative, the use of the nearby Leisure Centre car parking enables work to commence on B2 whilst maintaining parking on F2 and will be less disruptive than the construction of temporary decking.

A set of phasing plans are enclosed as Appendix H. The main points to note are that during the construction phase of B2 an area of current car parking, as illustrated on the Phasing Plans, will be hoarded off as the construction site and likewise some car parking on the site of F2 will be temporarily lost. The remaining spaces within F2 are to be realigned to ensure they can be used. All remaining Station car parking will be accessed via a new temporary access from Devonshire Road. Cyclists and pedestrians will access the station via a defined route as illustrated on the Phasing plans. Work will continue on the hotel, after the MSCP is taken into use and at this stage the car parking spaces available in the Leisure Centre will reduce, but will ensure there is no overall loss of spaces as work commences on the F2 plot.

After completion of the hotel the pedestrian & cycle route will shift to the location shown on the Phasing Plan 3 in front of the hotel to enable work to continue on F2. During the period of the MSCP works the contractor will manage and maintain at all times SFO access and egress to the Station Compactor, which will remain in its current location.

2.2 Through a separate legal Agreement Cambridge Leisure Centre Car Park will be secured for the provision of 170 car parking spaces between the hours of 06.00 - 18.00 Monday to Friday and 06.00 - 13.00 Saturday & Sunday for users of Cambridge Station during the construction period of B2. After the MSCP is taken into use the number of spaces available for Rail

passenger use in the Leisure Centre will reduce to 50 spaces until F2 is completed and all work compound areas are removed. The legal arrangements agreed by the developer with the owners of the Leisure Centre Car Park, Land Securities (LS), will ensure that the provision of the Rail Users Spaces will continue until the work on B2/F2 is complete. The entry arrangements will also allow, using ANPR systems, existing rail annual season ticket holders to use the Leisure Centre CP subject to the limits mentioned above. The Developer will agree with the SFO and Leisure Centre operator a communication plan, prior to the start of works, to ensure the use of the Leisure Centre is understood by rail passengers and that the software used on the entry is programmed to recognise annual season ticket holders.

- 2.3 The developer will be responsible for the costs of any reasonable necessary parking infrastructure and technology required to ensure the spaces are available for rail passenger use between the agreed hours. The commercial arrangements between the Leisure Centre and the developer will ensure that the spaces are available for the full duration of the construction works on B2/F2 and until all temporary work compounds are returned to Station car parking use. This construction period is expected to be around 70 weeks for the MSCP and a further 100 weeks for the completion of the hotel above the MSCP and completion of F2.
- 2.4 The developer will agree to compensate the SFO for the loss of all car parking revenue during this period and for any overruns on the construction period. Following discussions with the SFO it has been agreed that the SFO will be paid compensation monthly within 28 days of Land Securities providing a reconciliation of the actual car parking income it receives from rail users during the previous month and adjusted for the numbers of annual season ticket holders. The SFO position will be protected by the terms of the Co-operation Agreement that NR will offer under the requirements of this Material Change Proposal.
- 2.5 The monitoring arrangements for the rail parking undertaken by the Leisure Centre operator will enable an exact calculation of the rail users using the Leisure Centre and allow for a reconciliation to be made of the number of spaces utilised by annual season ticket holders, where the SFO has already received the annual season ticket income.
- 2.6 During the construction of B2 & F2 the current access to the station car parking via the Northern Access Road (NAR) will be suspended and the NAR will only be used to access the Station Square and by construction vehicles working on B2 & F2. The access to the remaining station car parking will be via new temporary access from Devonshire Road. These temporary arrangements have been discussed with the local Planning and Highway authorities and they are supportive of these temporary measures which will be formalised by the planning application for B2/F2.
- 2.7 When the MSCP is taken into use and work continues on the Hotel above and on F2, access and egress for the station car park and the MSCP will continue to be from Devonshire Road, as indicated on the plan below. This

will also require the contractors work compound hoardings to be adjusted to facilitate the access and egress movements until construction ceases. At the end of the construction period the access to the MSCP will revert to the NAR and the southern exit will come into operation. During the construction period and when the MSCP comes into use a protected pedestrian right of way with signage will be maintained to the MSCP at its southern end.

- 2.8 The development of the MSCP and hotel will commence subject to securing planning, Station Change and any other regulatory or technical consents.
- 2.9 The commencement of B2 & F2 are both dependent upon forward funding being secured by the Developer. While the developer anticipates that the programmes for B2 & F2 should be able to run concurrently, the agreement with LS will be extended to cover the extended construction period for the required spaces. Should a delay occur then the SFO will benefit from any car parking income that is achieved from car parking areas that can be retained on the plot of F2 shown on plan below. This would amount to approximately an additional 75 spaces.
- 2.10 The draft Heads of Terms agreed between the developer and LS are attached in Appendix M.
 - 2.10.1 The main points to highlight are that there will be 170 spaces made available for the duration of the construction period on a daily basis including weekends and any extensions for that are required to it. The pricing of the spaces will be set at Station car parking prices. After 18.00 on weekdays no further spaces will be available in the Leisure Centre at reduced rates but commuter's cars can obviously remain in the Leisure Centre until the cars are collected following the return train journey. At weekends, the commuter rates will be available until 13.00 thereafter they will not be available.
 - 2.10.2 LS will install and remove all the necessary infrastructure to facilitate commuter car parking and associated revenue protection. To avoid any risk of income loss during the use of the car park it is not intended that the SFO will participate in any income sharing arrangements and the developer will pay a monthly compensation figure reflecting the actual losses in any monthly period.
 - 2.10.3 The developer and LS will work together to ensure that any variation required to the existing planning conditions for the use of the car park is agreed to facilitate the use by commuters.
 - 2.10.4 The developer, LS and the SFO will work together to ensure that the signage, and car parking equipment, and site management issues are optimised in accordance with rail use.

2.10.5 The developer, LS and the SFO will agree to promote and advertise the car park. The SFO will work with LS to allow all necessary software/ hardware at Cambridge Station to be installed, maintained and removed at the end of the temporary period of use of the Leisure Centre Car Park.

2.11 Mott MacDonald, the developer's transport consultant, has undertaken a detailed assessment of the car parking arrangements during the construction and post construction and this is attached as Appendix N.

2.12 There are currently 452 spaces for rail use at Cambridge Station and during the construction Phase the use of the Leisure Centre Car Park will enable these 452 spaces to be maintained until completion of the works. The make-up of these spaces is shown in the table below.

Parking Bay Allocation	Existing Cambridge Rail Station Car Parking MMD-217382-C-DR-02-XX-3600	Cambridge Rail Station Car Parking B2 Construction Phase Arrangement (Proposed) MMD-217382-C-DR-10-XX-5011	Cambridge Rail Station Car Parking F2 Construction Phase and MSCP Operational (Proposed) MMD-217382-C-DR-10-XX-5015	Cambridge Rail Station Car Parking at Completion of Devonshire Quarter (Proposed) MMD-217382-C-DR-10-XX-5021
Disabled	23	23	23	23
Pay and Display	345	177	311	335
Cambridge Leisure MSCP	0	170	50	0
Sub Total Regulated Spaces	368	370	384	358
Great Northern Road Pay and Display (CCC)	10	10	10	10
Herts Car Rental	0	0	0	0
Zip Company	0	0	0	0
GTR Pay and Display	30	30	30	30
Greater Anglia Pay and Display	23	22	22	22
Greater Anglia Front of Station	7	8	8	8
Cross Country Trains	0	0	0	10
Short-Stay and Drop Off	14	14	14	14
Total	452	454	468	452

2.13 This table illustrates that during the construction Phasing 452 spaces will be available to the SFO by maintaining the parking on the site of F2 during its construction and by the provision of 170 spaces within the Leisure Centre until the MSCP is taken into use. After the MSCP is taken into use and work continues to complete the Hotel and F2, the spaces available for the use of rail passengers will reduce in the Leisure Centre to 50 to maintain the 452 spaces. The existing and proposed car parking arrangements are illustrated on the plans below.

- 2.14 The Cambridge Leisure Centre Car Park is located on the eastern side of the railway and to the south of the Station. This is currently a 720m walking distance from the Station. The car park is in a highly accessible location on the Highway network and for Station users driving from the south and east it will reduce the drive times. Motts has undertaken an assessment of the current drive and walking times to the Station from the existing station parking and has compared it to what the situation will be for a temporary period during the use of the Leisure Centre Car Park. This is set out in detail in Appendix N.
- 2.15 The information provided by the SFO on the origin of car parking trips to the Station would suggest that approximately 30 % of the car trips to the Station are likely to be from the South via Cherry Hill Road or Hills Road. Vehicle journey times between the A1307 Hills Road / Cherry Hinton Road signal junction and Cambridge Rail Station can exceed 6 minutes in busy periods. From an assessment of the potential journey times of users travelling from the south and east to this assessment would suggest that the total journey time for people previously parking in the Station Car Park will be comparable and even quicker if they parked in the Northern car park.

3.0 The Detail of the Works – B2 – the MSCP

- 3.1 The MSCP will be constructed over 6 levels as illustrated by the drawings in Appendix I comprising the Basement, Lower Ground Floor, Ground Floor, Upper Ground Floor, First Floor and Upper First Floor. The current proposal identifies 14 disabled spaces within the MSCP which are located for Station use in accordance with the requirements of the SFO.
- 3.2 The MSCP will be constructed subject to all usual Network Rail and SFO Engineering approvals and supervision and on completion will become part of the Station Lease and be managed by the SFO. The developer will be responsible for undertaking a full fit out of the MSCP including any barriers, pay machines, CCTV, customer information and bay markings in accordance with the prior agreed specifications agreed by both Network Rail and the SFO. The developer will ensure that pedestrians leaving the MSCP car park will have a safe route from the Station to access and egress the MSCP while construction work continues on the hotel and F2.
- 3.3 Taking into Use of the MSCP
- 3.3.1 In addition to all other requirements standards procedures rule regulations and other matters that together constitute Network Rail's processes for taking the MSCP into use, the following provisions will also apply:
- (a) Brookgate's Employer's Agent will inspect the MSCP with a view to the issue of a certificate of practical completion and the developer will give Network Rail and Network Rail will give the SFO prior written notice of the date and time, being a working day during the hours of

daylight, when the Employer's Agent will do so. Where reasonably practicable not less than three working days' notice will be given to the SFO.

- (b) The SFO will be entitled to accompany the Employer's Agent and Network Rail on the inspection of the MSCP and to make representations with Network Rail to the Employer's Agent on the proposal to issue the Certificate of Practical Completion. The developer and the Employer's Agent will have due regard to any representations made by the SFO and/or Network Rail.
- (c) If the Employer's Agent does not believe that the certificate of practical completion can be issued, it is to give notice to Network Rail and the SFO, which may be oral notice given during the inspection, of when it is intended to re-inspect the MSCP for the purpose of issuing the certificate of practical completion and the procedure in this paragraph 3.3.1 will then be repeated as often as necessary until the Certificate of practical completion is issued.
- (d) Subject to practical completion of the MSCP having taken place, the developer is to serve a copy of the certificate of practical completion on Network Rail and the SFO as soon as reasonably practicable after the date of the inspection of the MSCP.
- (e) Subject to the provisions of paragraph 3.3.1(f), either Network Rail or the SFO may within ten working days of the service of notice certifying practical completion under paragraph 3.3.1(d) require the question of whether the practical completion was properly certified to be determined under the terms of any separate deed of variation entered into between Network Rail.
- (f) The following provisions apply to the service of notice under paragraph 3.3.1(e) and to the determination of any dispute under that paragraph:
 - (i) time is of the essence for the service of a notice under paragraph 3.3.1(e);
 - (ii) notice may be served only if:
 - Network Rail or the SFO (as applicable) has made representations to the Employer's Agent under paragraph 3.3.1(b) that practical completion should not be certified because works to the MSCP have not been completed; and
 - the Employer's Agent has nevertheless certified practical completion under paragraph 3.3.1(d) without requiring that those works be first completed;

- (iii) the notice served by Network Rail or the SFO (as applicable) will be valid only if it specifies the works which Network Rail or the SFO (as applicable) reasonably believes should have been carried out prior to practical completion being certified;
 - (g) The developer, Network Rail and the SFO acknowledge that the presence of minor defects in the MSCP works at the time of any inspection relating to the issue of the certificate of practical completion will not be a ground for delaying the issue of the certificate of practical completion.
- 3.4 The 120 spaces in Leisure Car Park cannot be taken out of use until the Employer's Agent confirms that the MSCP has reached practical completion (see paragraph 3.3 above) and SFO car parking has been relocated to and is operating out of the MSCP. Following completion and taking into use, the developer will still be working above the MSCP to conclude the Hotel construction. Following the conclusion of the processes for taking the MSCP into use (including the process set out at paragraph 3.3.1 above), the SFO will take up occupation of the MSCP and operate from this. Collateral warranties/ third party rights from the selected contractor and key professional consultants (including Employer's Agent) will be given to the SFO and Network Rail in connection with the MSCP. Even after the MSCP is taken into use 50 spaces will be retained for rail passenger use in the Leisure Centre until F2 is completed and all work compounds situated on the current station car park are removed.
- 3.5 A hotel development will be situated above the MSCP from the Second to the fifth floor and retail space constructed at Ground Level, which will be retained by the developer.
- 3.6 A draft Under Lease (copy in Appendix L) of the MSCP will be granted to Network Rail which in turn will be sublet to the SFO for inclusion within the Station Lease. The terms of the sublease will mirror the Under lease and will be like that successfully used for the Cycle Point now handed over to the SFO and within the Station Lease. The broad terms of the sub-lease will be as follows:
- a. **Service Charge** – the SFO will be responsible for contributing a fair and reasonable proportion of the costs of structure repair via a service charge.
 - b. **Insurance** – the Landlord to insure the structure and the SFO to contribute a fair and reasonable proportion attributable to its occupied area via a service charge.
 - c. **Alterations** – internal non-structural alterations permitted.
 - d. **Alienation** – permitted in whole to an assignee of the Station Lease.

e. **Ongoing Maintenance** – the SFO will be responsible for the future maintenance cost of the internal fittings and surfaces.

3.7 B2 will house an electrical sub-station from which the MSCP will have its own sub metered supply.

4.0 The Detail of the Works – F2 – New Train Crew Accommodation for Cross Country Trains (XCT) & Office Development

4.1 Following the practical completion and taking into use of the MSCP work will commence on the construction of the F2 Block. The self-contained XCT space will be located on the ground floor of F2 subject to XCT and the Railway Industry agreeing terms for an Agreement for Lease (AfL). A separate entrance lobby will be provided to the three levels of office accommodation above.

4.2 The layout of the XCT Accommodation is included within Appendix J. The total internal floor area is not less than 4150sq/ft and will be designed in full consultation with XCT in order to meet XCT's full operational requirements if XCT decide to proceed with a lease of the space. The developer will, at its cost, undertake the fit-out in accordance with agreed specification.

4.4 Currently, XCT is situated in temporary accommodation within another building under the control of the developer on the CB1 Estate. The XCT Accommodation will provide the permanent accommodation required. It is proposed that XCT will enter into a 15 year lease of the accommodation with such lease becoming a Primary Franchise Asset that can be assigned to the incoming franchisee at the end of the current XCT franchise to ensure that the Railway Industry is fully protected.

4.5 The Office accommodation above will be constructed over 5 floors and will comprise a total floor area of approximately 49,000 sq/ft with the intention that XCT will lease 4209 sq/ft on the ground floor with their own self-contained entrance.

5.0 Rail Replacement Bus Services

5.1 The outline planning permission granted for the CB1 scheme in 2010 envisaged that rail replacement buses would eventually operate from Station Road and the Guided Bus Interchange (GBI), due to the proposed redevelopment taking over some of the existing car park areas, where historically, other than in an emergency, replacement bus service have operated from. Recent use of the GBI for emergency purposes has been undertaken without an agreed Bus Management Plan and has led to conflicts arising between the rail and bus operators. Appendix O includes a Bus Management Plan, which has now been developed in discussion between the Rail Industry, the County and the bus operators and has been agreed as the basis for the future use of the GBI for all rail replacement

activities. This is to be implemented subject to adoption of an all-party Operational Management Plan. The Management Plan will require Temporary Parking restrictions to be introduced in Station Road to enable the stacking of buses in this area.

6.0 Station Square Works

- 6.1 The proposal intends to undertake works to the existing access and egress into the Station Square as illustrated on the plan below. The developer, NR, SFO, City and County Councils have considered a number of options with the option below being preferred by all parties.
- 6.2 The proposed Station Road/Station Square access change is expected to take traffic off the currently congested Great Northern Road. This has the potential to allow for a better flow of traffic on Great Northern Road and improve air and noise quality caused by static vehicles on the highway.
- 6.3 Taxis would still be able to access the Station Square via Great Northern Road so the proposals provide greater flexibility for taxis and reducing delays due to congestion on Tenison Road and Great Northern Road. Modelling undertaken using the industry standard VISSIM software package has shown that the proposals are future proof, as they are expected to be able to accommodate a 7.5% annual growth in taxi drop-off and pick-up flows from Station Square from at now to 2025, which was the latest year modelled. There will be less conflict between taxis and private cars within the Square.

7.0 Phasing of the Works

- 7.1 The phasing of works will be discussed and agreed with the SFO and other Station Users to minimise disruption for passengers and an indicative high level programme is outlined below. This programme is subject to review and change and the commencement of the works is dependent upon a number of factors including securing planning consents and all Rail Regulatory consents.
- 7.2 To minimise the loss of car parking and disruption to the Station it is intended that these works will be broken down into a series of phases. Detailed Phasing Plans are included within Appendix H.

Phasing for Proposal		Indicative Timings
1.	Planning approval	December 2018 to May 2019
2.	Establishment of the Leisure Centre Car Park for use by Rail users.	May 2019 to August 2019
3.	Construction of MSCP	September 2019 to December 2020
4.	Construction of F2 & Completion of hotel	December 2020 to October 2022

5.	XCT occupy Ground Floor of F2	October 2022
6.	Station Square works to Access & Egress	May 2019 to July 2019
7.	Top Finishing Coat to Spine Road	September 2022 to November 2022

- 7.3 During the construction process Network Rail's and the SFO's Asset Protection Teams will be responsible for ensuring that the integrity of the operational railway is maintained.
- 7.4 The programme will be influenced by the developer's agreement for forward funding of the F2 Block which may necessitate an extension of the arrangements in the Leisure Centre to accommodate the shortfall of 50 spaces needed for the construction period of F2.
- 7.5 In relation to the spine road between the Northern Access road and B2 the developer will require a right to undertake maintenance on the roadway but it will have no direct obligation to do so.
- 7.6 The SFO will agree on request from Network Rail to give notice to any tenants that it is aware will be affected by the works and take necessary action to obtain vacant possession of the relevant area. At this stage it is not expected that any tenancies are affected by the works.

8.0 Adjustments to the SACs

- 8.1 The changes described in this Appendix A will necessitate changes to the station lease plan. Currently there are four station lease plans (79596, 79597, 79598 and 79599), showing the complexities of the recently completed cycle park and hotel block. The plans will be adjusted as described below to show the additions and removals of land from the station lease. One new plan will need to be added for the purposes of showing the basement and lower ground floor of the MSCP in B2.
- 8.2 The proposed surrenders will be the plot of F2, B2 and the pavement to B2 plot. The additional floors to the MSCP will be added to the existing Station Lease arrangements. The proposed surrenders and additional areas to be granted are illustrated on the plans set out below. It is also intended that this Station Change Approval would rectify the error which arose under the B1 Station Change and the SFO will surrender the area of the hotel cycle park that was incorrectly included within the Station Lease. There are also two minor plan errors which will be rectified by this Proposal.

Level	Existing Plan No.	New Plan No.	Additions to the Lease	Removals from the Lease
Basement	n/a	6437535-1	All of the basement (new level)	None
Ground	79596	6437535-2	Ground floor areas of B2 Small area of land adj. to station footbridge	B2 plot F2 plot Hotel cycle store in B1 Small area of land on

				Station Place
1 st	79597	6437535-3	First floor of car park	None
2 nd	79598	6437535-4	Second floor of car park	None
3 rd	79599	6437535-5		None

- 8.3 Details of the lease from Network Rail to the developer for buildings B2 will need to be included in Annex 4 of the Station Specific Annexes as Excluded Agreements. Details of the sublease back from the developer to Network Rail will need to be recorded in the Included Agreements table.
- 8.4 The full details required for the recording of these leases are not yet wholly known as the documents have not yet been completed. Network Rail will propose a supplementary Conditions Change Proposal under Part B of the SACs as soon as reasonably practicable to include the relevant documents Annex 4. The Relevant Special Condition made under the previous Station Change (registered under S/22/288/15/06) will also be updated by the same Part B Change to reference future users of these Annexes to the documentation.
- 8.5 The supplementary Part B Change will be completed before the works which bring about the physical changes to the station layout, demise and operation are brought into use.
- 8.6 Acceptance of this Material Change Proposal will oblige the SFO to accept the supplementary Part B Change in order to give full effect to this Proposal, as detailed in Section 6.0 – Ancillary Documentation – above.

Addendum to MCP

NETWORK RAIL INFRASTRUCTURE LIMITED

ADDENDUM TO MATERIAL CHANGE PROPOSAL (“Proposal”)

in accordance with Part C (Condition C4.1) of the Anglia Station Access Conditions 2015 (FRI Leases) (England & Wales) and applicable Station Annexes (“SAC’s “)

relating to Cambridge Station (“the Station “)

1.0 Background

2.0 Variation to the Original Proposal

3.0 Variation to Phasing of the Works

4.0 Response

Appendices

Appendix A – Plans, Schedule of works & other relevant details

NETWORK RAIL INFRASTRUCTURE LIMITED (“NETWORK RAIL”)

1.0 THE BACKGROUND

1.1 On the 29th November 2018 Network Rail issued a Material Change Proposal (MCP) to seek approval to the final phase of works at Cambridge Station known as Block B2 / F2 the Devonshire Quarter. Responses to the MCP were requested from the Material Change Consultees (MCC’s) & Non Qualifying Material Change Consultees (NQMCC’s) by the 11th January 2019.

1.2 Since submission of the MCP, Network Rail & its development partner Brookgate Property (the developer) discussions with the Local Planning authority, County Council & other stakeholders, have encountered resistance to the use of a temporary access from Devonshire Road to access and egress the station car park. This was put forward for a temporary period during the proposed B2/ F2 construction.

1.3 Network Rail & the developer have therefore investigated other means of undertaking the construction works that would avoid the necessity of a temporary access from Devonshire Road, which would satisfy the overriding requirement to maintain the number of car parking spaces available to railway customers, minimise any disruption to the station, whilst enabling safe & efficient movements for car, cyclists & pedestrians.

1.4 Following detailed consideration by the developer’s traffic consultants, Mott Macdonald, it is considered that the construction works can be undertaken without the need for access from Devonshire Road, other than for NR maintenance & emergency vehicles. This Addendum therefore details the revised arrangements for the construction of the B2 & F2 and will vary provisions within of the MCP dated the 19th November in relation to the former proposed method of construction of the B2/ F2 plots and the changes to the programme of those works this will entail.

2.0 THE PROPOSAL CHANGES TO WORKS IN THE MATERIAL CHANGE PROPOSAL

The B2 Plot – Hotel & MSCP.

2.1 The revised arrangements for the construction of B2 & the MSCP are illustrated on the Plan below MMD-217382-C-DR-10-XX-5011. The major changes to the construction arrangements are that access and egress to the Station Car parking areas will be via the Great Northern Road as illustrated on the plan and through the existing parking area of the F2 plot rather than via Devonshire Road.

2.2 During the construction period high sided NR maintenance & emergency vehicles will use a new separate access from Devonshire Road and this will also become the permanent means of access for these vehicles following the completion of the B2/F2 plots and the taking into use of the MSCP as illustrated on MMD-217382-C_DR-10-XX-5113, MMD-217382-C_DR-10-XX-5120 and MMD-217382-C_DR-10-XX-5115.

2.3 The Station Compactor will remain in its current location during the works and the contractor will manage continued SFO access to it. During the construction of B2 it will not be possible for the emergency exit from Platform 6 to facilitate access through the construction site, but it will be possible for passengers to exit the platform by use of the same emergency gate and to follow the route behind the existing hotel to exit onto the Station Square. This is illustrated on MMD-217382-C-DR-10-XX-5011.

2.4 When the MSCP is taken into use the works compound at the northern end of B2 will be reduced in size to facilitate the temporary access & egress into the MSCP. During the continued construction of the Hotel above, cars will still exit the MSCP at the northern end and continued exit via the F2 Plot and the Great Northern Road. When F2 construction starts on site, the new permanent access into the MSCP will be opened from the northern end and cars will exit via the new exit at the southern end of the MSCP.

The F2 Plot – Office Accommodation

2.5 In the previous MCP it was intended that work would commence on the F2 plot as soon as possible after the MSCP was taken into use and while work continued above on the hotel, but the revised proposals and the decision not to use Devonshire Road, mean that the work on the F2 plot will not commence until the MSCP & Hotel are completed.

2.6 This enables the developer to reduce the size of the works compound on the F2 plot and to provide a roadway of sufficient width to allow cars to access the station car parking via a one way system, with the cars exiting the station Car Park via a one way system through the MSCP as illustrated on the plans. The reduction of the size of the compound also enables construction traffic to enter the compound area for unloading activities which will be restricted to outside the morning & evening peaks. This arrangement is illustrated on Plan MMD-217382-C-DR-10-XX -5015.

2.7 The contractor will employ Banksmen to ensure that any conflict that does arise will be immediately managed on site and resolved.

The Devonshire Road Access for NR Maintenance Vehicles & Emergency Vehicles

2.8 Although the MCP always provided for access from Devonshire Rd for NR high sided Maintenance vehicles, emergency vehicles, cyclists and pedestrians the position of this access has been shifted to enable more landscaping works to be undertaken and for the access to be less visually intrusive to the residents of Devonshire Road.

2.9 Mott Macdonald has undertaken tracking exercises to ensure that the new access arrangements are satisfactory for all uses and tracking drawings are within the Appendices to this Addendum. Drawings 5120P2, 5113P5 and 5115P5. As per the previous MCP this does require that the area within the compound required for these vehicle movements will

be kept clear of any buildings and will be protected in the developer's construction contract when this is negotiated.

The Station Square Works

2.9 There are no changes to the proposed vehicular entrance works to the Station Square off Station Road but these works will be undertaken as a First Phase of Works prior to the implementation of the works on B2. The changes to Phasing and its implications are outlined in more detail in Section 3.

New Pedestrian Crossing Works

2.10 Following a review of the traffic movements on the Great Northern Road it is considered prudent to install a new pedestrian crossing to enhance safety for pedestrians. This is shown on drawing 1021P1.

3.0 THE REVISED PHASING OF THE WORKS

3.1 The revised proposals require a number of changes to the indicative phasing proposed in the MCP and these are set out below. The alterations to the Station Square are designed to reduce the current traffic levels on the Great Northern Road. The revised proposals and the use of the GNR for construction traffic dictate that the Station Square works are undertaken as a first phase before any substantive works are undertaken on the construction of B2. The new access works from Devonshire Road will also need to be completed before work commences on B2 although final finishes and landscaping will not be undertaken at this stage.

3.2 The revised proposals also dictate that no work can now commence on F2 until the Hotel & MSCP have been completed. This means that the total construction period on site could increase by approximately 12 months. The MCP did however state the start of F2 was subject to a separate funding package and therefore a possible delay to the start of F2 was always a possibility. The agreed arrangements for the use of car parking within the Leisure Centre will continue to run until F2 is complete and all Station car parking spaces are returned to railway use.

An Indicative Phasing Plan is set out below but actual timescales will be determined by the progress of ongoing planning, funding & occupier discussions.

	Phasing Proposal	Indicative Timings
1.	Planning Approval	December 2018 to June 2019
2.	Establishment of Leisure Centre Car Park for use by Rail Users	December 2019 to March 2020
3.	Completion of the Station Square Works	December 2019 to March 2020
4.	Construction of MSCP	May 2020 to August 2021
5.	Construction of Hotel	May 2020 to August 2022
6.	Construction of F2	December 2022 to October 2024
7.	Top Finishing Coat to Spine Road	September 2024 to November 2024.

3.3 Following the grant of planning permission it may be possible to restrict all vehicle movements from the Great Northern Road to the Square for the period of construction and access to the Square would be from Station Road only. This will however be subject to the agreement of the City to a Traffic Management Plan that promotes this solution.

4.0 RESPONSE

4.1 This Addendum will be served on all the Material Change Consultees and Non-Qualifying Consultees. Unless changes are indicated in this Addendum then all the provisions of the previous MCP will remain unaltered and binding.

4.2 If the MCC's & NQMCC's have any further representations or objections to the Addendum then this should be advised to Network Rail by the 11th June 2019. Where previous approvals have been given then if no responses are received within this period then the previous approval will be taken as covering this Addendum.

CONSULTATION REPORT

relating to Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station

PROPOSED LAND DISPOSAL

This report is provided as a supplement to our forms for the proposed disposal of land at:

Site location and description: Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station

We have consulted in relation to this evaluation, and summarise the results of this as follows

The full list of external consultees is set out below:

No.	External party (name)	Contact name, email address and telephone	Whether response received (y/n)	Date of response	Details of response (e.g. “no comment”), with reference to any accompanying copy representation in annexes to this report	Comments (e.g. as regards endeavours to obtain response where none given)
1	Department for Transport		Y	18/10/2019	No Objections See Annex 1	
2	Arriva Trains Cross Country		Y	25/10/2019	See comments in Annex 1	
3	c2c Rail Ltd		Y	27/09/2019	No Objection See Annex 1	
4	Chiltern Railway Company Ltd		Y	30/09/2019	No Comment See Annex 1	
5	East Midlands Trains Limited		Y	28/10/2019	No Comment See Annex 1	
6	Eurostar International Ltd		Y	27/09/2019	No Comment See Annex 1	
7	Great Western Railway		Y	30/09/2019	No Objection See Annex 1	

8	Govia Thameslink Railway		Y	23/10/2019	No Comment See Annex 1	
9	Grand Central Railway Company Ltd (incl. Alliance Rail Holdings)		Y	28/10/2019	No Comment See Annex 1	
10	Greater Anglia (Abellio)		Y	28/10/2019	See comments in Annex 1	
11	London Overground Rail Operations Limited		Y	30/09/2019	No Comments See Annex 1	
12	London & South Eastern Railway Limited (Southeastern)		Y	01/10/2019	No Comments See Annex 1	
13	Merseyrail Electrics 2002 Ltd		Y	01/10/2019	No Objections See Annex 1	
14	New Southern Railway Limited (Southern)		Y	23/10/2019	No Comments See Annex 1	
15	Northern Rail Limited		Y	30/09/2019	No Objection See Annex 1	
						Emails sent on:-

16	Virgin Trains		N	N/A	N/A	27/09/2019, 18/10/2019, 22/10/2019 and 28/10/2019. Microsoft relayed message received 28/10/2019.
17	COLAS Freight		Y	16/10/2019	No Comment See Annex 1	
18	Direct Rail Services Limited		Y	14/10/2019	No Comments See Annex 1	
19	DB Cargo UK Ltd		Y	31/10/2019	No Objection See Annex 1	
20	Freight Transport Association		Y	18/10/2019	No Comment See Annex 1	
21	Freightliner Limited		Y	04/11/2019	No Objection See Annex 1	
22	GB Railfreight Limited		Y	28/09/2019	No Issues See Annex 1	
23	Rail Freight Group		Y	30/09/2019	Ok with RFG See Annex 1	
24	West Coast Railway Company		Y	22/10/2019	No Comments See Annex 1	

25	W.H. Malcolm		Y	30/09/2019	No Objections See Annex 1	
26	Association of Community Rail Partnerships		Y	01/10/2019	No Comment See Annex 1	
27	British Transport Police		Y	02/10/2019	No Objection but see comments in Annex 1	
28	East West Rail Contact		Y	31/10/2019	See comments in Annex 1	
29	London Travelwatch		Y	28/10/2019	See comments in Annex 1	
30	Transport Focus (formerly Passenger Focus)		Y	02/10/2019	No Objection See Annex 1	
31	Network Rail Media Relations		N	N/A	N/A	Emails sent on:- 27/09/2019, 18/10/2019, 22/10/2019 and 28/10/2019. Read receipt received 22/10/2019.
32	Cambridge City Council		N	N/A	N/A	Emails sent on:- 27/09/2019, 18/10/2019, 22/10/2019 and 28/10/2019. Read receipt received 28/10/2019
33	Cambridge County Council		N	N/A	N/A	Emails sent on:- 27/09/2019, 18/10/2019, 22/10/2019 and

			Y		No comment See Annex 1	28/10/2019. Microsoft relayed message received 28/10/2019 Response received after consultation closed on 30/04/2020.
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Copies of responses are given in the Annex 1 to this report, as indicated above.

A copy of the consultation request (before customisation for any individuals) is given in Annex 2

Annex 1

1 Department for Transport

From:

Sent: 18 October 2019 16:17

To:

Cc:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Hi

DfT have no objections.

Regards

Briefing and Correspondence Manager, Rail Infrastructure South Directorate, Southeast, Anglia and Enhancements Portfolio, Department for Transport
3/23 |

2 Arriva Trains Cross Country

From: >

Sent: 29 October 2019 17:30

To:

Cc:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Thank you for your email and comments. As you say and acknowledge the new rail commuter car park facility will maintain numbers, which is in accordance with the recently approved Station Change process.

For several reasons, including planning transport policy and restriction on development mass/height, it has not been possible to increase the number of spaces available for rail use and maintain an overall financially viable project.

It should be noted however that earlier completed phases of the Cambridge Station project did provide specific and significant additional transport facilities including:

1. a new Bus Interchange (helping to ease congestion along Station Road).
2. a direct contribution of £4.25m to Abellio Greater Anglia towards Station works to improve passenger circulation and facilities.
3. circa £4m provided to the County Council as funding to improve the public Transport Interchange.
4. a new 3000 space multi-storey cycle park facility.
5. upgraded station surface car parks (including lighting and CCTV).
6. construction of a new Station Square and public realm to replace a previous heavily congested station frontage drop off area thus providing a new 21st century gateway to the City.

The previous phases of this scheme were approved on the basis that whilst they resulted in an overall loss of car parking spaces, this loss was mitigated through the new facilities. It was also considered these, particularly the Bus Interchange, Cycle Park and improved taxi rank, would provide an improved public transport experience for passengers using Cambridge Station and result in a modal shift away from car use.

The opening of Cambridge North Station in May 2017 was also seen as likely to result in a reduction in the number of passengers using Cambridge Station. This was based upon research undertaken by Cambridge County Council's consultants in the design and introduction of this new Station.

This final Cambridge station development phase will not increase overall car parking numbers but the construction of the MSCP will ensure numbers are maintained and provide more coherent space and operation, giving rail customers ease of access to information on availability of space. This is consistent too with the car park numbers presented and approved by all consultees in previous regulatory consents.

Therefore, whilst no assessment of future growth and demand has taken place in this instance, I trust you will see the current approach is consistent with the previous assessment and of course supported by the rail industry consultees. Hopefully this is sufficient for your purposes and you are happy for us to proceed as set out.

Regards.

Principal Development Manager | Network Rail Property

From:

Sent: 25 October 2019 13:53

To: Ty

Subject: FW: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

From:

Sent: 25 October 2019 12:06

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

We note under Proposal 1 (MSCP for rail commuters) that although current numbers are maintained no account is given of how future demand and growth has been assessed.

Kind regards

Station Contracts Manager CrossCountry

Address: 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS

Buy train tickets online at [crosscountrytrains.co.uk](https://www.crosscountrytrains.co.uk) | Get our Train Tickets app for free from your app store or via our website



3 c2c Rail Ltd

From:

Sent: 27 September 2019 15:55

To:

Subject: Re: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Good afternoon

No objection from c2c on this proposal.

Regards

Reactive Works Manager

2nd Floor, Cutlers Court, 115 Houndsditch, London EC3A 7BR

c2c

W: www.c2c-online.co.uk



4 Chiltern Railway Company Ltd

From:

Sent: 30 September 2019 11:32

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Hi

No comment.

Thank you

5 East Midlands Trains Limited

From:

Sent: 28 October 2019 11:24

To:

Subject: Re: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019

Hello

No comment is required from EMR.

Kind Regards

Head of Procurement

6 Eurostar International Ltd

From:

Sent: 27 September 2019 16:03

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

No comment from EIL,
Thanks

PA to Chairman and to Company Secretary

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

eurostar.com



7 Great Western Railway

From:

Sent: 30 September 2019 14:07

To: Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

We have no objection thank you

Network Access Manager | Great Western Railway
1 Milford Street | Swindon | SN1 1HL

First Greater Western Limited | Registered in England and Wales number 05113733
Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL.

8 Govia Thameslink Railway

From:

Sent: 23 October 2019 08:17

To:

Cc:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Good morning

Hope this email finds you well.

We can confirm that GTR has no further queries/questions in relation to the below.

Please accept this email as GTR's approval of this land disposal proposal.

Regards,

Assistant Access Contracts Manager (Stations)

Govia Thameslink Railway (GTR) Ltd | 2nd Floor | Monument Place | 24 Monument Street | London | EC3R 8AJ



Registered in England under number: 7934306. Registered office: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE

9 Grand Central Railway Company Ltd

From:

Sent: 28 October 2019 11:07

To:

Subject: Re: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019

Dear

Apologies for the delay. GC has no comment.

Regards

Chief Operating Officer
Grand Central Railway

10 Greater Anglia (Abellio)

From:

Sent: 29 October 2019 11:26

To:

Cc:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Thank you for your response and support.

I note your specific comment and as Network Rail will only progress this scheme in accordance with the terms of the approved Station Change, this is all understood and not an issue.

Regards.

Principal Development Manager | Network Rail Property

From:

Sent: 28 October 2019 10:31

To:

Subject: FW: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Hi

See below comments from Joanne.

Regards

From:

Sent: 28 October 2019 08:28

To:

Cc:

Subject: Re: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Thank you for the email enclosing the consultation in respect of land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of station.

I am writing to confirm that AEA supports the disposal as set out in the station change dated 29/11/18 and addendum subject to the comments of the consultees in particular the ability for AEA as SFO to approve the terms of the head lease before it is signed so as to ensure that it does not adversely affect the operation of the Station, or contain onerous new obligations with which we will be required to comply, that NR noted and agreed.

Regards

11 London Overground Rail Operations Limited

From:

Sent: 30 September 2019 09:33

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

No comments from Arriva Rail London.

Regards



LU Relationship & Industry Contracts Manager

www.arrivaraillondon.co.uk

Overground House, 125 Finchley Road, Swiss Cottage, London NW3 6HY

a  company

12 London & South Eastern Railway Limited (Southeastern)

From:

Sent: 01 October 2019 09:37

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Good morning

Thank you for the opportunity to review the below.

Southeastern has no comments on this proposal.

Kind regards,

Commercial Manager

southeasternrailway.co.uk

southeastern

Floor 2

Four More London Riverside

London, SE1 2AU



13 Merseyrail Electrics 2002 Ltd

From:

Sent: 01 October 2019 09:06

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

We have no objections

Thanks

Legal & Contract Assistant

Merseyrail

Tel
Mob
Email
Web www.merseyrail.org



14 New Southern Railway Limited (Southern)

From:

Sent: 23 October 2019 08:17

To:

Cc:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Good morning

Hope this email finds you well.

We can confirm that GTR has no further queries/questions in relation to the below.

Please accept this email as GTR's approval of this land disposal proposal.

Regards,

Assistant Access Contracts Manager (Stations)

Govia Thameslink Railway (GTR) Ltd | 2nd Floor | Monument Place | 24 Monument Street | London | EC3R 8AJ



Registered in England under number: 7934306. Registered office: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE

15 Northern Rail Limited

From:

Sent: 30 September 2019 15:22

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Northern have no objection to the below proposal.

Thanks,

16 Virgin Trains

From:

Sent: 28 October 2019 11:04

To:

Subject: Relayed: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019

Delivery to these recipients or groups is complete, but no delivery notification was sent by the destination server:

Subject: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019

17 COLAS Freight

From:

Sent: 16 October 2019 19:28

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

– no comment.

KR,



Property Manager

COLAS RAIL LTD

Dacre House - Floor 4, 19 Dacre Street, London, SW1H 0DJ, United Kingdom

www.colasrail.co.uk

18 Direct Rail Services Limited

From:

Sent: 14 October 2019 08:52

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Hi

DRS have no comments.

Best Regards,

Procurement Assistant

Direct Rail Services Ltd

Regents Court

Baron Way

Carlisle

CA6 4SJ

Protect our environment - print only when you need to.

19 DB Cargo UK Ltd

From:

Sent: 31 October 2019 16:08

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

I can confirm that DB Cargo (UK) Limited has no objection to the proposed land disposal as described.

I enclose DB Cargo's acceptance response.

Yours,

Rail Network Manager
DB Cargo (UK) Limited
310 Goswell Road
London EC1V 7LW

From December 2016 my e-mail address will be and all previous addresses will cease to function.

Network Change and other consultations, e.g. land disposals, should be e-mailed to:

20 Freight Transport Association

From:

Sent: 18 October 2019 15:46

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Dear

FTA does not have a comment on this proposal.

Best wishes

Director of UK Policy
Freight Transport Association

www.fta.co.uk

21 Freightliner Limited

From:

Sent: 04 November 2019 15:19

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Hi

Apologies for the delay.

We have no objection to this proposed disposal.

Kind regards

From:

Sent: 28 October 2019 11:40

To:

Subject: Read: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019

22 GB Railfreight Limited

From:

Sent: 28 September 2019 08:58

To:

Subject: Re: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

No issues from GBRf.

Regards,

Head of Capacity Planning,
GB Railfreight Ltd.,
3rd Floor,
55 Old Broad Street,
London, EC2M 1RX.

GB Railfreight Ltd. Registered in England & Wales No. 03707889.
Registered Office: 3rd Floor, 55 Old Broad Street, London, EC2M 1RX.

23 Rail Freight Group

From:

Sent: 30 September 2019 10:24

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Ok with RFG

Director General



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Rail Freight Group
7 Bury Place
London
WC1A 2LA
www.rfg.org.uk
Twitter @railfreightUK
Rail Freight (Users and Suppliers) Group
Registered No. 332 4439

24 West Coast Railway Company

From:

Sent: 22 October 2019 16:14

To:

Subject: Re: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

no comments

WCR

25 W.H. Malcolm

From:

Sent: 30 September 2019 13:00

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

No objections.

Regards

Business & Estate Manager | W H Malcolm Ltd

Malcolm Group, Brookfield House, 2 Burnbrae Drive, Linwood, Renfrewshire PA3 3BU

Web: www.malcolmgroup.co.uk | [Malcolm Group on LinkedIn](#)

26 Association of Community Rail Partnerships

From:

Sent: 01 October 2019 15:44

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

No Comment

Senior Operations Manager



Web: acorp.uk.com

The Old Water Tower, Huddersfield Railway Station, St Georges Square, Huddersfield HD1 1JF

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27 British Transport Police

From:

Sent: 03 October 2019 16:28

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Thanks for confirming and I will action this going forward.
Regards.

Principal Development Manager | Network Rail Property

From:

Sent: 03 October 2019 10:20

To:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Many thanks and yes if you / the developer could come through me initially that would be great.

Best regards

Designing Out Crime Officer (1233)

Designing Out Crime Unit
Force Headquarters
25 Camden Road
London
NW1 9LN

www.btp.police.uk

From:

Sent: 02 October 2019 15:47

To:

Cc:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Many thanks for the early response.

I can confirm that we will instruct our development partner to involve you in the design stage so that your thoughts can be discussed and incorporated where appropriate. Should these discussions be initially commenced through yourself? If not, please advise who along with contact details.

I trust this satisfactorily addresses your question.

Regards.

Principal Development Manager | Network Rail Property

From:

Sent: 02 October 2019 13:11

To:

Cc:

Subject: RE: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Our Reference: DOCU-2019-1660

Dear Both

With regards the below email and the attachment thereon and have no objections to make with regards the disposal in the way as highlighted below.

However as the project moves forward during the design and build phase this department should be involved as projects such as this can, if not assessed correctly, provide a crime generator for the railway and the local area should Designing out Crime theories not be implemented correctly. Therefore, any detailed plans by the developers for the development should be communicated to this department and the Cambridgeshire Constabulary Designing out Crime Unit to ensure all local circumstances are taken into account.

Best regards

Designing Out Crime Officer (1233)

Designing Out Crime Unit
Force Headquarters
25 Camden Road
London
NW1 9LN

28 East West Rail Contact

From:

Sent: 09 March 2020 09:29

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

The issues EWR have raised in emails throughout the consultation period will be made known to ORR.

Regards.

Principal Development Manager | Network Rail Property

From:

Sent: 06 March 2020 16:48

To:

Cc: Subject: Re: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

Please confirm that any response you receive from EWR Co about any concerns we have about this email you have sent will be documented in your submission to ORR.

Or would we be better off writing to ORR direct with our concerns?

Operations Development Executive

W: www.eastwestrail.co.uk

From:

Sent: Friday, March 6, 2020 3:58:04 PM

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

Thanks for your response reiterating xxx reply dated 4th February. I did not specifically reply to xxx email in light of our separate discussion with xxxxx at DfT who having met EWR on the 17th February confirmed her understanding that you had agreed to respond to me with more detail on your objection. To date though nothing new has been forthcoming. Given this and our wider ORR consultation timescales I now need to close this out.

In order that Network Rail can progress a proposal to dispose, we undertake an internal clearance procedure, which involves assessment by our operational and strategic planning colleagues, in order to assure ourselves that there is no reasonably foreseeable use for the land for railway or public transport purposes. As a result of our own internal assessment, we have already articulated why we believe the land is not suitable for railway use (including stabling) and there have been no objections from other stakeholders (including DfT) in response to our consultation.

Whilst noting the points you raise, in line with ORR's Regulatory Arrangements for Land Disposal, it is really for EWR to be able to put forward evidence that it has a reasonably foreseeable railway use for this land if it wishes to object to the principle of disposal of the land. It is insufficient to say that there is land which may meet a need, on the basis that EWR is unclear where else stabling could be accommodated. Therefore, to object to the disposal of the land in question, it will be necessary for EWR to share the outcome of any feasibility studies/technical design investigations it has undertaken to demonstrate that there is a reasonably foreseeable (as opposed

to a potential) railway-related use. We would expect this to include details of the capacity EWR requires and how the proposed use is consistent with the Cambridge redevelopment master plan. We have not however received anything from you despite asking the question.

Further to your objection, our Strategic Planning colleagues have not been able to advise me that the land in question is required to meet future stabling needs so we remain content that the land in question has no reasonably foreseeable railway-related use.

Network Rail is willing to work constructively with EWR to discuss future stabling although, with respect, it is not for Network Rail to identify on behalf of EWR where else stabling could take place. We would expect this to be a major part of EWR's overall development proposal in order that it can secure the assurances it needs.

In conclusion therefore and to repeat in summary some of the points we made on the 18th November, we do not consider the land in question is suitable for stabling use for the following reasons:

- i. it would remove a significant amount of, if not all, passenger and staff/train crew parking at Cambridge Station with no immediately obvious location for alternative provision, to which the SFO and any other beneficiaries would all object.
- ii. It would severely impact northern pedestrian and cycling access to the Station which would be a major concern to numerous stakeholders and users.
- iii. Network Rail's track maintenance activities and access needs to the north of our site would be severely impacted.
- iv. From a planning perspective it is highly unlikely that such uses immediately adjacent to a primarily residential location would be supported. This is further evidenced by ongoing objections being made by neighbouring landowners to the new Depot currently being constructed to the east of Cambridge Station - <https://www.cambridgeindependent.co.uk/news/train-wash-not-a-done-deal-residents-told-9100849/>

Additionally we are aware that the available headroom beneath the existing cycle/pedestrian Carter Bridge, which crosses to the north of our site, is restricted and might be insufficient in parts to permit rail movements below without either major modification or prior agreed dispensations. The attached drawing indicates the current clearance data.

In conclusion Network Rail considers there to be no reasonably foreseeable railway related use for the land and in the absence of any evidence of the same from EWR then we will be submitting an application to ORR for its consideration and determination.

Regards.

Principal Development Manager | Network Rail Property

From:

Sent: 27 February 2020 11:05

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

We last provided an update on the 4th February as below and have received no thoughts back in relation to the questions raised.

From:

Sent: 04 February 2020 13:32

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

Question 2: it has been made very clear to us that there is currently pressure on rolling stock stabling capacity at Cambridge. This is before the introduction of fixed-formation Greater Anglia stock, which will likely further increase the pressure in the near future, let alone anticipate requirements for existing and new operators over the next 10 years.

We raised this objection because it is very unclear to us where else future stabling could be accommodated. We have been given no assurances on this which would enable us to remove our objection.

Question 3: of course we are fine to meet, but for us we would need to gain some insight from Network Rail about why you think this location would be unsuitable for future stabling and where else in the immediate vicinity Network Rail believes caters for future growth.

Regards

Operations Development Executive

Best Regards

Head of Operations | East West Railway Company

A: 4th Floor, Albany House, 94-98 Petty France, London SW1H 9EA



From:
Sent: 27 February 2020 08:18
To:
Cc:
Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

I understand from speaking to Claire Carter at DfT that you intend to update me on EWR's position and objection to our consultation exercise, which follows your own discussion with her last week.

Could you please let me know, by return if possible, when you hope to do this as I need to get back to ORR shortly and report on our entire consultation exercise.

Many thanks.

Principal Development Manager | Network Rail Property

From:
Sent: 04 February 2020 13:32
To:
Cc:
Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

Question 2: it has been made very clear to us that there is currently pressure on rolling stock stabling capacity at Cambridge. This is before the introduction of fixed-formation Greater Anglia stock, which will likely further increase the pressure in the near future, let alone anticipate requirements for existing and new operators over the next 10 years.

We raised this objection because it is very unclear to us where else future stabling could be accommodated. We have been given no assurances on this which would enable us to remove our objection.

Question 3: of course we are fine to meet, but for us we would need to gain some insight from Network Rail about why you think this location would be unsuitable for future stabling and where else in the immediate vicinity Network Rail believes caters for future growth.

Regards

Operations Development Executive

W: www.eastwestrail.co.uk



From:

Sent: 04 February 2020 11:48

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

I refer to my email below to which I do not appear to have received a reply. However positively, I hope, I've seen the recent Government announcement on their decision for the preferred EWR route which now addresses point one of my email.

In view of this can you now please let me know by the end of this week whether the Government's announcement means that EWR's objection to our consultation exercise can be removed but if not, can you please provide answers to my other two questions (point 2 and 3) within the same time period.

Many thanks.

Principal Development Manager | Network Rail Property

From:

Sent: 14 January 2020 10:09

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

Thank you for your response of the 6th and happy new year.

Since receipt of your email and as mentioned in my email of the 5th December I have now had a conversation with ORR to outline the issues we have in this consultation and as a result would be grateful if you could provide answers to the following questions:

1. Are you aware of the date upon which a decision will be given by Government on the preferred selected route. If not have you received any guidance on a general period upon when you may be advised?
2. Can you please confirm and evidence what supporting work EWR has undertaken to date to determine that the current station car park land would be required for the future operation of EWR, be that new platforms or stabling.
3. Would you be willing to have a meeting with me and perhaps colleagues to discuss your proposals in more detail to allow us to better understand the background to your objection. The aim would be to see if we can reach agreement enabling you to remove your current objection to our consultation document.

As I advised before Christmas ORR require NR to try and address all objections received in a timely manner, so I look forward to hearing from you as soon as possible.

Regards.

Principal Development Manager | Network Rail Property

From:

Sent: 06 December 2019 16:26

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

Dear

Thank you for the information contained within your email below.

At the present time I am not in a position to remove the objection that has been raised by EWR Co until such time as a preferred route for the Bedford to Cambridge railway has been formally agreed and announced by the Government. Obviously, this activity is currently being deferred due to purdah.

Regards

Head of Operations | East West Railway Company

A: 4th Floor, Albany House, 94-98 Petty France, London SW1H 9EA



From:

Sent: 05 December 2019 14:47

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

I refer to my email of the 18th November below and would welcome your response.

As part of our regulatory process Network Rail is required by ORR to address and ideally resolve any comments/objections received from consultees however this needs to be concluded in a timely manner otherwise our consultation exercise becomes timed out. In the absence of NR being able to reach agreement with a specific consultee, Network Rail would submit its concluding Report to ORR for determination but stating this being subject to an objection remaining unresolved. I would hope this would not be required here however we must engage on this now otherwise NR will have no other alternative.

I look forward to hearing from you as soon as possible.

Regards.

Principal Development Manager | Network Rail Property

From:

Sent: 18 November 2019 17:12

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

Following your email I've now spoken with my operational colleagues in order to consider how your comments would be viewed from a Network Rail perspective.

It is our opinion that it is highly unlikely that the area we are now looking to develop would be required, or would be suitable, for stabling or more platforms associated with EWR requirements. Whilst in theory and when viewed on a plan, the area could accommodate such uses, it would remove a significant amount if not all passenger and staff parking at Cambridge Station with no immediately obvious location for alternative provision, to which the SFO and any other beneficiaries would all object. It would severely impact northern pedestrian and cycling access to the Station which would be a major concern to numerous stakeholders and users, similarly Network Rails track maintenance activities and access. And from a planning perspective it highly unlikely that such uses immediately adjacent to a primarily residential location would be supported.

Operationally, Network Rail would expect that two more platforms will be required to accommodate future services, but these are anticipated to be through-platforms next to platform 7 and 8 rather than north-facing bays which we believe are highly unlikely. I understand all work to date (broadly GRIP2 equivalent) has identified the need for the Island platform which would offer much more operational flexibility and would cater for the expected entry of EWR from the south. However, I believe no detailed design has been undertaken.

I note that you are expecting certain ministerial route option decisions early in the new year however what supporting work has been undertaken by EWR in order to determine that the current station car park land would be required for its operation?

Regards,

Principal Development Manager | Network Rail Property

From:

Sent: 04 November 2019 15:45

To:

Cc:

Subject: RE: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

Thank you for your email below.

Due to the operational nature of your concerns I will have to discuss these with my internal colleagues first before I can comment further. I'm not sure how long this will take but I will get back to you as soon as I can.

Regards.

Principal Development Manager | Network Rail Property

From:

Sent: 01 November 2019 07:17

To:

Subject: Fwd: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

FYI. I will need to address the issues raised here before we can move on.

Sent from my iPhone

Begin forwarded message:

From:

Date: 31 October 2019 at 16:26:09 GMT

To:

Cc:

Subject: Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

Dear

I have been forwarded the proposal for consultation that you sent out in respect of land disposal at Cambridge station and would like to place on record our objection to the sale on the basis that the land could have a future use for stabling or platforming of East West Rail services that are likely to be introduced in 2028/29 for 2 reasons:

1. The current operational and maintenance concept requires the ability to stable up to 10 trains (initially 4 car trains) overnight at Cambridge and be able to clean and service these vehicles. Given that space at and in the Cambridge area is already at a premium for this type of activity removing land that is potentially available for this type of activity potentially poses a significant risk to EWR Co in the future.
-

The lack of available facilities has the potential to impact both operational performance and the ability to deliver services to the frequency and expectations of the customers and inline with supporting the business case for the project. The lack of facilities in the Cambridge area will also influence the amount of empty coaching stock mileage that we will be required to undertake to alternative facilities outside the area leading to impacts on route capacity and future operational costs.

2. The loss of land places at risk the potential opportunity to expand the number of platforms at Cambridge if EWR Co choose a northern approach to the station and additional platform space is required (noting a ministerial decision is due after the election on the route option)

Regards

Head of Operations | East West Railway Company

A: 4th Floor, Albany House, 94-98 Petty France, London SW1H 9EA



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29 London Travelwatch

From:

Sent: 28 October 2019 15:17

To:

Subject: RE: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019

Dear

Cambridge Station is outside London TravelWatch's remit. Please find attached a map detailing our remit area.

Kind regards

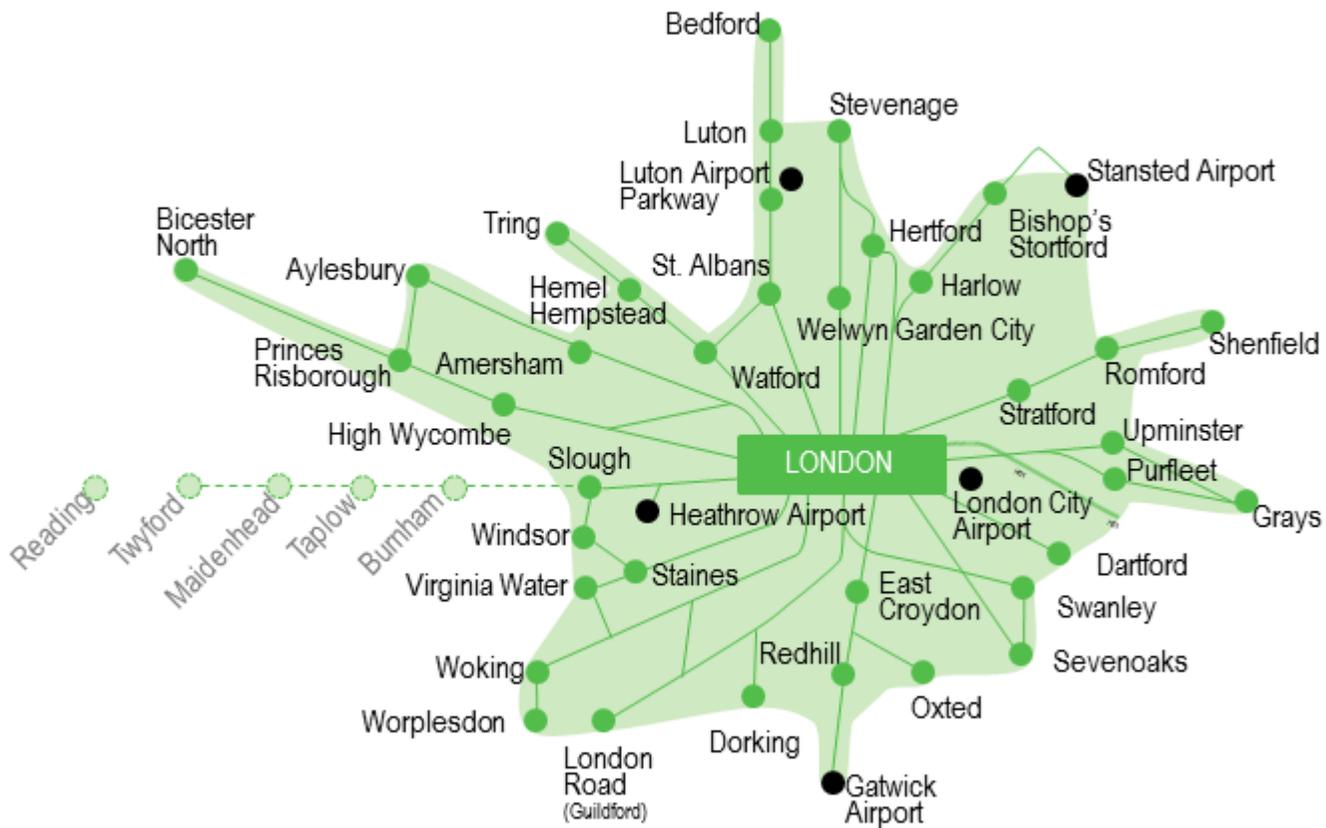
Policy Officer

Follow us on [Twitter](#) and [You Tube](#)

London TravelWatch, Europoint, 5-11 Lavington Street, London, SE1 ONZ

www.londontravelwatch.org.uk





(- - - Crossrail / Elizabeth Line – Reading to Shenfield) These stations will come under London TravelWatch’s remit when the line becomes operational.

30 Transport Focus (formerly Passenger Focus)

From:

Sent: 02 October 2019 13:29

To:

Subject: Re: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019 3009a20

Thank you for sending Transport Focus details of the proposed land disposal in Cambridge. They note that:

Transport Focus has replied to various previous proposals, the latest, o/r 1305c20, sent on 15/5/19 to, was about the change that this disposal facilitates; it involves three areas of land outside the station, part of the redevelopment of the area:

plot 1, part of the station car park, and included in the station lease area, will be leased back to Network Rail as part of the new railway MSCP,

plot 2, also part of the station car park and the station lease area, and will also be part of the new MSCP;

plots 1 and 2 are to be disposed off on a long lease of up to 999 years;

plot 3, for freehold disposal: a small part, outside the station lease, of the existing footpath to Station Road, to be part of the wider public realm and extended Station Square.

Transport Focus also notes that:

completion awaits planning permission for the scheme, currently expected after January 2020.

Transport Focus has no objection to the proposed disposal.

Regards,

31 Network Rail Media Relations

From:

Sent: 22 October 2019 16:18

To:

Subject: Read: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Your message

To:
Subject: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019
Sent: Tuesday, October 22, 2019 4:12:14 PM (UTC+00:00) Dublin, Edinburgh, Lisbon, London

was read on Tuesday, October 22, 2019 4:18:14 PM (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

32 Cambridge City Council

From:

Sent: 28 October 2019 11:24

To:

Subject: Read: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019

Your message

To:
Subject: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019
Sent: Monday, October 28, 2019 11:23:51 AM (UTC+00:00) Dublin, Edinburgh, Lisbon, London

was read on Monday, October 28, 2019 11:23:48 AM (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

33 Cambridge County Council

From:

Sent: 28 October 2019 11:04

To:

Subject: Relayed: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019

Delivery to these recipients or groups is complete, but no delivery notification was sent by the destination server:

Subject: URGENT - Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date TODAY - 28th October 2019

From:

Sent: 30 April 2020 06:31

To:

Subject: RE: Land Disposal - Cambridge Station

Thanks for this and apologies for the delay in any of us coming back to you. As I understand the parcel of land, this does not connect with highway or County Council owned land and so there are no comments that we have. I do believe that Cambridge City Council (who you copied in) may have comments though given that they are the Planning Authority. I'll leave it to to come back to you on that.

Regards

Service Director for Highways and Transport

Cambridgeshire County Council and Peterborough City Council

A: SH1316, Shire Hall, Cambridge CB3 0AP

ANNEX 2

From:

Sent: 27 September 2019 15:49

To:

Subject: Land Disposal Consultation - Cambridge Station - Land Comprising Areas Within 1) Station Car Park 2) Pavement (part only) to Front of Station - Closing Date - 28th October 2019

Dear Consultee,

Property: Cambridge Station – Land comprising areas within 1) Station Car Park 2) Pavement (part only) to front of Station

We seek to consult you as regards your views, please, on our proposed disposal by Long Lease and freehold sale.

We attach a draft application form to the Office of Rail and Road which, with the related plans, explains the proposal in detail. Subject to the outcome of our consultation, we may make a formal application to ORR for consent to the disposal, as required under the terms of our network licence land disposal condition. We would expect to make an application based on this form, updated in the light of consultation responses. It is therefore important that we have your views, so that these may be considered in ORR's decision.

Alternatively, if in the light of the consultation responses, the proposed disposal would qualify to be made under ORR's general consent, we may complete it accordingly.

We request your comments, please, by 28th October 2019 (including any "no comment" response). It would be helpful if your response is provided by email. Should no response be received by 28th October 2019, and having made reasonable endeavours to obtain a response, we will proceed with our application to ORR or General Consent form on the basis that there is no objection.

We will make reasonable endeavours to resolve any objections raised within two months of the consultation closing date. Should resolution not be achieved within this period or should a response to our request for supporting justification or a meeting not be received within one month of the request, we will proceed with the application to ORR seeking consent should we still believe that it is appropriate to pursue the land disposal. In seeking that consent, we will describe what we have done to seek to resolve any concerns and why we believe that the land disposal should proceed. We will inform you when we proceed with the application to ORR.

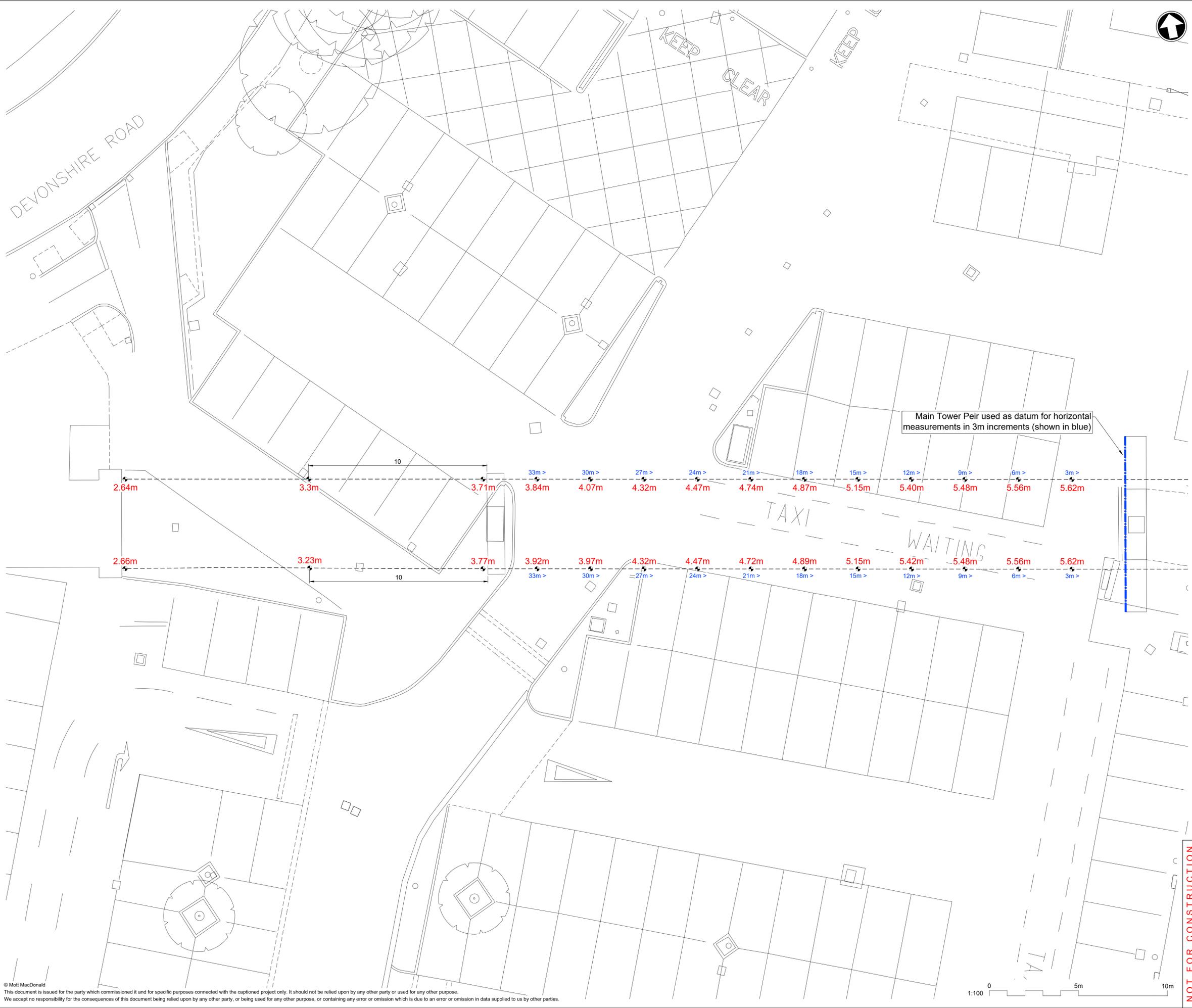
If you have any queries as regards this proposal, please direct them to. If future consultations of this nature should be directed differently to your organisation, please advise us of the appropriate contact details, so we may amend our records.

Yours faithfully,



Technical Support Assistant, Property
Square One, 1st Floor
4 Travis Street, Manchester M1 2NY

www.networkrail.co.uk/property



- Notes
1. Do not scale from this drawing.
 2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
 3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
 4. **DRAWING MUST BE READ IN COLOUR**

NOTE: Drawing issued as information / guidance only. All heights and dimensions are taken from site using a digital laser measurer. Mott MacDonald accepts no responsibility for the accuracy of the dimensions, and all dimensions must be verified on site prior to commencement of any works.

- Key to Symbols
- XXm > Approximate measurements from main tower pair
 - XXm Measurements in red show the height from car park surface to the lowest underside point of the bridge structure

Reference drawings

ANNEX B
PLAN SHOWING APPROX
HEAD SPACE

Rev	Date	Drawn	Description	WES	AMR
P1	28.01.20	NAT	For information.		

MOTT MACDONALD

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 W mottmac.com

Client

BROOKGATE

Title

CB1 Station Road Redevelopment
Devonshire Quarter
Carter Bridge Soffit Heights

Designed	L.W.Russell	LWR	Eng check	W.E.Salter	WES
Drawn	N.A.Turrell	NAT	Coordination	W.E.Salter	WES
Dwg check	L.W.Russell	LWR	Approved	A.M.Rawlings	AMR
Scale at A1	Status	Rev	Security		
1:100	INF	P1	STD		
Drawing Number					
MMD-217382-C-DR-10-XX-5042					

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