

29 May 2014

Company Secretary  
Network Rail Infrastructure Limited  
Kings Place  
90 York Way  
London  
N1 9AG

**Network licence condition 7 (land disposal): Cambridge station, Cambridgeshire**

**Decision**

1. On 13 May 2014, Network Rail gave notice of its intention to dispose of an area of land at Cambridge station, Cambridgeshire (the land) in accordance with paragraph 7.2 of condition 7 of its network licence. The land is described in more detail in the notice (copy attached).
2. We have considered the information supplied by Network Rail including the responses received from third parties you have consulted. For the purposes of condition 7 of Network Rail's network licence, ORR consents to the disposal of land in accordance with the particulars in its notice.

**Reasons for decision**

3. We are satisfied that Network Rail has consulted all relevant stakeholders with current information. We note that:
  - there is no evidence that the proposed disposal would affect adversely railway operations at Cambridge station; and
  - the scheme is funded jointly by the Department for Transport, Cambridgeshire County Council and the developer, and will facilitate an office building, new transport interchange, 3000 cycle park; and reconfigured station car park. The reduced mobility parking bays at the station will be increased to 21 spaces to comply with industry standards, although the overall station car parking will be reduced by 43 spaces.
4. As with a related disposal application we gave consent to in 2008, Passenger Focus was concerned that the proposed reduced number of parking spaces would be insufficient to meet demand.
5. However, Network Rail has provided evidence why the reduced numbers are not a concern:
  - the proposed new station at nearby Chesterton is due to open in 2015/2016 which should alleviate passenger station car parking demand. A survey carried out by Mott Macdonald in September 2013 (*Cambridge Rail Station car parking*), suggested around 200 passengers would drive to Chesterton station instead, once it is open;

- a new bus interchange and more than trebling in cycle park spaces could provide modal shift to these forms of sustainable transportation, that Cambridge County Council wants to encourage.
6. The survey concluded: *'It is considered that the combination of the vacant bays in the existing car park, the proposed cycle parking facility improvements and the modelled shift of trips from Cambridge Rail Station to the Chesterton Rail Station mitigates the impact of the proposed reduction of car parking spaces at Cambridge Rail Station.'* Network Rail provided related additional information (included at Annex B).
7. Network Rail has not ruled out future provision for a decked car park to accommodate any increase demand for passenger parking at Cambridge, subject to planning permission. In particular, Network Rail has confirmed there would be sufficient land to facilitate this. We expect Network Rail to work with local stakeholders to keep the parking provision at Cambridge under review, given the concerns Passenger Focus has raised.
8. Based on the evidence we have received and taking into account all of the material facts and views relevant to our consideration under condition 7, we are satisfied that there are no issues for us to address. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*,<sup>1</sup> 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"*.
9. We have therefore concluded that the proposed disposal is not against the interests of users of railway services and that our consent should be granted.

A handwritten signature in black ink, which appears to read 'Robert M Plaskitt', is positioned above the printed name.

**Rob Plaskitt**

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<sup>1</sup> Available from [www.rail-reg.gov.uk/server/show/nav.150](http://www.rail-reg.gov.uk/server/show/nav.150)

**Annex A: Notice given by Network Rail to ORR on 13 May 2014**

**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. Site	
Site location and description	<p>Land adjoining Cambridge Station shown blue on the attached Plan No. 217382-EAD-3327-P2 being the additional disposal area relating to basement parking of plot A1/A2 and the hotel/retail space and cycle park on plot B1.</p> <p>The disposal site is also shown blue on Network Rail Drg. No. 70354.</p> <p>The land is currently occupied in part by the station car park.</p> <p>The land coloured green on Plan No. 217382-EAD-3327-P2 and hatched on Drg. No. 70354 already has consent for disposal under the ORR consent dated 30<sup>th</sup> June 2008.</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>Plan No. 217382-EAD-3327-P2</p> <p>Additionally within Appendix A are the plans of the upper floors for the hotel and cycle park (6159-LP(0)Series.</p> <p>Landscape Masterplan 561_01 MP001 Rev.B Cambridge Station Square CGI Plan CB1 NQ Car Park GA (Drg 3600)</p>
Clearance Ref:	CR/20878
Project No.	QPD412
Ordnance survey coordinates	546201/257401
Photographs (as required)	Aerial photograph showing the CB1 development site in the context of the station.
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	<p><u>Hotel/Cycle Park (Plot B1)</u> Long lease (250 years) of land shown coloured blue (Plan No. 217382-EAD-3327-P2) on Plot B1 (hotel block and ground floor retail unit) with a leaseback to Network Rail of the remainder of the block being the station cycle park and cycle retail unit.</p> <p><u>Plot A1/A2</u> Long lease (999 years) of land shown coloured green – already consented (Plan No. 217382-EAD-3327-P2) and blue on Plot A1/A2.</p>

Proposed party taking disposal	xxxx
Proposed use / scheme	<p><u>This application is a further application in addition to an existing Land Disposal consent (attached at Appendix B <sup>2</sup>).</u></p> <p>This relates to a proposed mixed use development to the west of Cambridge Station in line with the existing Masterplan comprising:</p> <ul style="list-style-type: none"> <li>• new multi-storey station cycle park, retail units on Block B1</li> <li>• new station square (incorporating a new taxi rank, drop off area and public realm)</li> <li>• new office building with ground floor retail on Block A1/A2</li> <li>• reconfigured surface level car park</li> </ul> <p>On 14<sup>th</sup> April 2008, Land Disposal Consent was granted by the Office of Rail Regulation for the sale of land at Cambridge Station in connection with the CB1 Masterplan. A copy of the ORR decision letter is attached to this further application.</p> <p>In 2010, Network Rail consulted on a further ancillary disposal to cover small changes to land boundaries and easement arrangements for the Cambridge Guided Busway and proposed cycle-routes serving the scheme.</p> <p>Since these applications were approved, there has been a considerable amount of work undertaken to deliver the new transport interchange adjacent to Cambridge Station. The new Bus Interchange is now complete, helping to ease congestion along Station Road. The first phase of the commercial development of CB1 is now complete and the second phase is currently under construction. Both of the first two phases of CB1 delivered a total of £4.25m Station Works funding to improve passenger circulation and facilities within Cambridge Station. The Station Works are being delivered by Abellio Greater Anglia and are the subject of a separate station change proposal.</p> <p>The Masterplan has continued to evolve since the previous land disposal applications were submitted and approved. Due to ongoing economic challenges, the Masterplan has had to adapt to reflect current market conditions.</p> <p>The next phase of the Masterplan (the northern quarter) will not therefore deliver a multi-storey car park (as previously anticipated) but it will still deliver a significant number of rail benefits. The most notable improvements will be a new 3000 space multi-storey cycle park facility (the largest in the UK) and construction of a new Station Square (a significant piece of new public realm for Cambridge to replace the existing heavily congested drop off area at the front of the station).</p> <p>The cycle park facility already has DfT and County Council funding in addition to the funding provided by the developer.</p> <p>In order to fund these facilities, the developer will be constructing a hotel and retail units which were not originally envisaged under the earlier land disposal consents.</p>

<sup>2</sup> Link to ORR 2008 consent [http://webarchive.nationalarchives.gov.uk/20131001175041/http://www.rail-reg.gov.uk/upload/pdf/ld-Cambridge\\_not.pdf](http://webarchive.nationalarchives.gov.uk/20131001175041/http://www.rail-reg.gov.uk/upload/pdf/ld-Cambridge_not.pdf)

	<p>The developer will also be constructing a reconfigured car park (both temporary and permanent) to minimise disruption to station users during construction works. There will however be a loss of total overall parking spaces arising from the construction of the new cycle park and the enlarged station square. A number of factors will mitigate against the overall loss to ensure that the impact of the loss of spaces will be minimised as follows:</p> <p>The operation of the bus interchange is likely to be improved as a result of removing car access from the southern end of Station Road (to the east of Tenison Road). This, together with the new taxi rank and enlarged pedestrian area to the front of the Station will provide an improved public transport experience for passengers using Cambridge Station and is likely to result in a modal shift away from car use.</p> <p>The increase in cycle spaces from 913 to 3000 will also deliver a modal shift from car to cycle use, thus reducing the demand for car parking.</p> <p>The delivery of Chesterton Station (granted planning consent in December 2013 and due to open in 2015/16) will also result in a reduction in the number of passengers currently using Cambridge Station. It is understood (based on existing reports) that c.200 passengers (who currently drive to Cambridge Station) will instead drive to Chesterton Station once it is open.</p>
Access arrangements to / from the disposal land	<p>Pedestrian, cycle and bus access will be maintained along Station Road. Car access both to the new Station car park, Station Square and Block A1/A2 will be via a new access road (the Northern Access Road) directly off Tenison Road.</p>
Replacement rail facilities (if appropriate)	<p>New taxi rank and pick up/drop off area within the new Station Square. The attached Plan Landscape Masterplan 561_01 MP 001 Rev B and the CGI (Cambridge Station Square CGI) shows the approved layout.</p> <p>New areas will be added for car parking and the entire car parking area will be re-configured to maximise the total spaces achievable whilst maintaining parking standards. The attached Plan CB1 NQ Car Park GA (Drg 3600) shows the proposed parking layout.</p>
Anticipated Rail benefits	<p>This development will deliver significant rail benefits to passengers and TOCs using Cambridge Station including:</p> <ul style="list-style-type: none"> <li>• new multi-storey station cycle park, retail units on Block B1</li> <li>• new station square (incorporating a new taxi rank, drop off area and public realm)</li> <li>• reconfigured surface level car park</li> <li>• a new electricity sub-station for the Station</li> <li>• new staff accommodation for Cross Country Trains.</li> </ul>

Anticipated Non-rail benefits	<p>The new Station Square will provide a new gateway to Cambridge city for rail passengers. The current station square is heavily congested with buses, taxis and cars at the roundabout immediately in front of the main Station entrance. The current cycle parking area is unsightly.</p> <p>The proposal seeks to reduce conflict between the different modes of transport accessing the Station area, by either removing or separating the conflicts.</p> <p>The new Station Square will be more orderly and less chaotic providing a significantly enhanced and expanded area for pedestrians. The new office building on Block A1/A2 will provide a western façade to the Station Square with ground floor retail units fronting the Station Square.</p>
<b>3. Timescales</b>	
Comments on timescales	<p>Please note that we have agreed with the Station Facility Operator (Abellio Greater Anglia and other key stakeholders) that, due to tight time constraints, we should proceed with this consultation/application in parallel with the Station Change and Minor Modification applications for the development. In the event that these applications are unsuccessful then Network Rail has agreed to withdraw this Land Disposal Application.</p> <p>The disposal is expected to complete in May 2014, with enabling works commencing immediately following disposal.</p> <p>The new access road (Northern Access Road) is due to commence imminently.</p> <p>The construction of the new Station Square will be commenced as part of the construction programme for Blocks B1 and A1/A2 and will be completed with the demolition and re-development of Murdoch House (on the south west of the Station Square).</p>
<b>4. Railway Related Issues</b>	
History of railway related use	<p>The disposal sites and areas where the new cycle and reconfigured car park is to be constructed currently form part of the existing station car park and commercial lettings including a lease to British Transport Police and a lease to Cross Country Trains. Detailed consultation has been undertaken with both of these parties over the past 2 years and alternative space at Cambridge has been agreed with them to ensure that they will be accommodated throughout the development programme and into the future.</p>
When last used for railway related purposes	<p>Currently used as the station car park and commercial lettings but the developer will construct a reconfigured surface level car park.</p>
Any railway proposals affecting the site since that last relative use	<p>None other than the rail benefits which will be funded by the proposals detailed above.</p>
Impact on current railway related proposals	<p>As above. The proposed disposals are all associated with the redevelopment of Cambridge Station and the wider regeneration of the surrounding area.</p>

Potential for future railway related use	<p>Cambridge Station and the surrounding area clearly has an ongoing railway related use. The proposed disposals assist in bringing about the intended regeneration.</p> <p>The disposals are in line with future railway related use at Cambridge Station and have been designed in conjunction with Network Rail Route teams.</p> <p>Additionally, briefing sessions and meetings have been held between Network Rail and the Department for Transport and the various users of Cambridge Station.</p>
Any closure or station change or network change related issues	<p>A Station Change and Minor Modification proposal is currently in process. Further work is currently being undertaken on assessing the income and cost assumptions for DfT to demonstrate the net benefits to the rail industry. <u>In the event that either of these applications is unsuccessful, then Network Rail will withdraw this Land Disposal Application.</u></p> <p>Network Change is not required for this development.</p>
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	<p>The proposal does have implications for rail users and the Station Change and Minor Modification proposals (submitted in June 2013 and October 2013 respectively) refer. These set out in detail how the TOCs interests will be protected during the works. There had also been pre-consultation by NR with all affected TOCs prior to the submission of the Station Change and Minor Modification submissions.</p> <p>The development will improve access to and from the Station by the provision of a new access road to the car and cycle parks and to the new Station Square, thereby removing current user conflicts.</p> <p>Network Rail will retain the freehold or rights of access over the key unadopted access roads to the Station.</p> <p>Amendments to the Station Facility Owner's Station Lease boundary form part of the Station Change application currently in process.</p>
Position as regards safety / operational issues on severance of land from railway	<ol style="list-style-type: none"> <li>1. The disposal includes arrangements under which the developer will install new boundary fencing along parts of the railway boundary and sufficient fencing already exists for the rest.</li> <li>2. The disposal is on a basis under which Network Rail has had due regard (where applicable) to the impact of the disposal on lineside works, including railway troughing, signalling and their maintenance.</li> <li>3. 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.</li> </ol>

## 5. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	<p>The Outline Planning Application for the Masterplan was approved in April 2010. Since then further Reserved Matters/Detailed Planning Applications have been submitted for Phases 0 and 1 of the development.</p> <p>The next Phase of the CB1 development affecting the Station (Phase 2) is the subject of this Land Disposal Application:</p> <ul style="list-style-type: none"> <li>Detailed planning consent for Block B1 - the cycle park/hotel was granted on 5<sup>th</sup> July 2013.</li> <li>Block A1/A2 (One The Square) was granted planning consent on 1<sup>st</sup> August 2013.</li> <li>Approval of the Station Square was granted on 8<sup>th</sup> January 2014.</li> </ul>
Contamination / Environmental Issues (if applicable)	<p>An Environmental Impact Assessment has been produced and submitted as part of the Planning Application. Ground Investigation Surveys are currently being undertaken and no major issues have been uncovered to date. Any required remediation will be undertaken by the developer accordingly.</p>

## 6. Consultations

Railway (internal – Network Rail)	<p>The development has been consulted internally and Business and Technical Clearance has been obtained.</p> <p>Internal consultation within Network Rail has been ongoing both prior to completion of the Development Agreement between Network Rail and Brookgate and subsequently, to date. The Development Surveyor works closely with Network Rail Route colleagues in the Route Enhancement Team and the Asset Protection Engineers are engaged through the Asset Protection Agreement (which is contained within the Development Agreement).</p>
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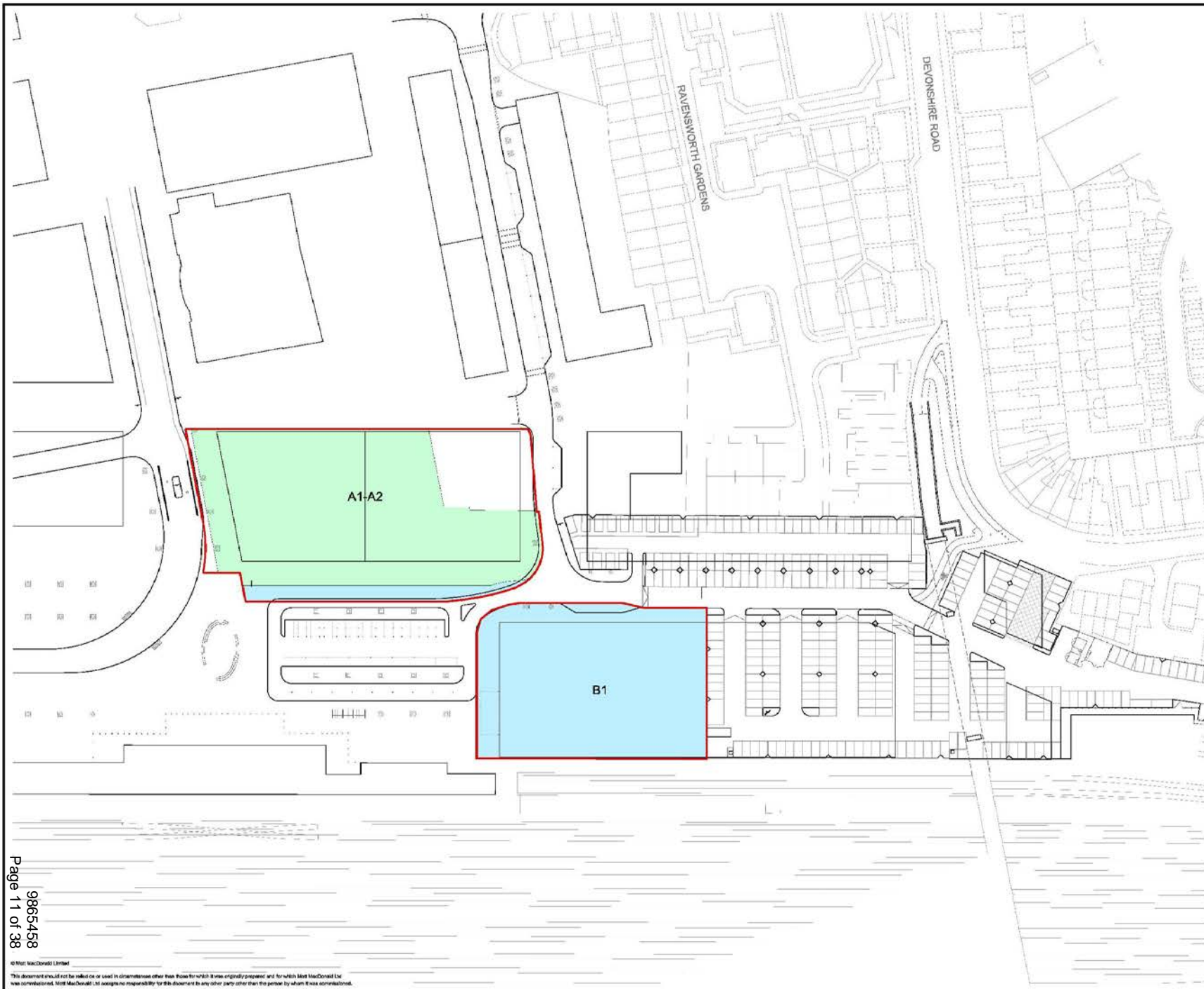
Summary of position as regards external consultations	<p>Detailed pre-consultation has been undertaken with the SFO (Abellio Greater Anglia), other TOCs and the Local Planning Authority in relation to the scheme and in particular the design of the Cycle Park and Station Square has been ongoing for nearly 2 years. The rail industry is supportive of the rail improvements that this development will deliver.</p> <p>Monthly stakeholder meetings are held with the Network Rail, Abellio Greater Anglia and xxxx</p> <p>Fortnightly conference call meetings are held between Network Rail, Cross Country Trains and xxxx</p> <p>Briefings to the DfT were held on 27<sup>th</sup> August 2013 and 1<sup>st</sup> October 2013. Discussions with DfT are ongoing regarding value and cost assumptions supporting this proposal.</p> <p>In the disposal consultation, with the exception of Passenger Focus, all consultees have confirmed that they have no objection to this disposal. With regards Passenger Focus, they do not believe that the land disposal takes adequate account of future passenger growth for Cambridge. We have confirmed to Passenger Focus that the delivery of a new station at Chesterton will ease the future pressure from Cambridge station and that (subject to demand and planning) it is possible to make provision for a future decked car park at Cambridge if necessary. This disposal does not therefore prevent future expansion of car parking at Cambridge should demand dictate that this is required.</p> <p>The full consultation comments are included in the associated consultation report.</p>
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	<p>As above, there are ongoing discussions with the DfT regarding franchise value and cost assumptions supporting this proposal. It is hoped that these will be resolved in the next few weeks working together with Abellio Greater Anglia to present these findings jointly to DfT.</p> <p>Due to tight time constraints in delivering the Cycle Park facility, we have agreed with key industry stakeholders that we should proceed with this consultation/application in parallel with the Station Change and Minor Modification applications for the development. In the event that these applications are unsuccessful then Network Rail has agreed to withdraw this Land Disposal Application.</p>
<b>7. Local Authorities</b>	
Names & Email Addresses:	Cambridge City Council <a href="mailto:info@cambridge.gov.uk">@cambridge.gov.uk</a>
Local Transport Authorities:	Cambridgeshire County Council <a href="mailto:info@cambridgeshire.gov.uk">@cambridgeshire.gov.uk</a>
Other Relevant Local Authorities:	N/A

## 8. Rail Industry Consultation

Company Name & Contact:	<p>Department for Transport</p> <p>Arriva Trains Cross Country</p> <p>C2C Rail Limited</p> <p>Chiltern Railway Company Limited</p> <p>Eurostar International Limited</p> <p>First Great Western Limited</p> <p>First Capital Connect Limited</p> <p>Grand Central Railway Company Limited</p> <p>Abellio Greater Anglia</p> <p>London &amp; South Eastern Railway Limited (SouthEastern)</p> <p>Merseyrail Electrics 2002 Limited</p> <p>Northern Rail Limited</p> <p>COLAS Freight</p> <p>Direct Rail Services Limited</p> <p>DB Schenker</p> <p>Captrain UK</p> <p>Freight Transport Association</p> <p>Freightliner Limited</p> <p>GB Railfreight Limited</p> <p>Rail Freight Group</p> <p>West Coast Railway Company</p> <p>W.H.Malcolm</p> <p>Association of Community Rail Partnerships</p> <p>British Transport Police</p> <p>East West Rail Consortium</p> <p>Passenger Focus</p> <p>Network Rail Media Relations</p>
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## 9. Internal Approval

Surveyor Name:		
Approved by Property Development Manager	Name:	Date Approved by PDM: 22 <sup>nd</sup> January 2014



**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.

Rev	Date	Drawn	Description	CHK'd	App'd
P2	21.01.14	LWR	Green shading removed from B1.	-	-
P1	20.01.14	LWR	Preliminary Issues	-	-

**Mott MacDonald**

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**Client**  
Brookgate CB1 Ltd.

**BROOKGATE**

**Title**  
Station Road Redevelopment (CB1)  
Plots A1-A2 & B1  
Land Ownership

Designed	A.M. Rawlings	AMR	Eng. check	
Drawn	L. W. Russell	LWR	Coordination	
Draw check	A.M. Rawlings		Approved	
Scale at A1	1:500	Status	PRE	Rev P2

Drawing Number  
217382-EAD-3327





Drawn to the following dimensions: dimensions are not to scale unless otherwise stated.

Revisions:

Rev	Date	Description
01	01/01/13	Drawn
02	01/01/13	Revised to include door dimensions
03	01/01/13	Revised to include door dimensions
04	01/01/13	Revised to include door dimensions
05	01/01/13	Revised to include door dimensions
06	01/01/13	Revised to include door dimensions
07	01/01/13	Revised to include door dimensions
08	01/01/13	Revised to include door dimensions
09	01/01/13	Revised to include door dimensions
10	01/01/13	Revised to include door dimensions

## Appendix A – plans of upper floors for hotel and cycle park

Formation Architects

The Cycle Studio  
41 Verulam Road  
London N1 7SG  
T 020 7251 0781  
F 020 7251 9004  
formationarchitects.co.uk

Key plan:

Project: C01 Red Bull  
Hotel and Cycle Park  
Cambridge C01

Client: Brookgate

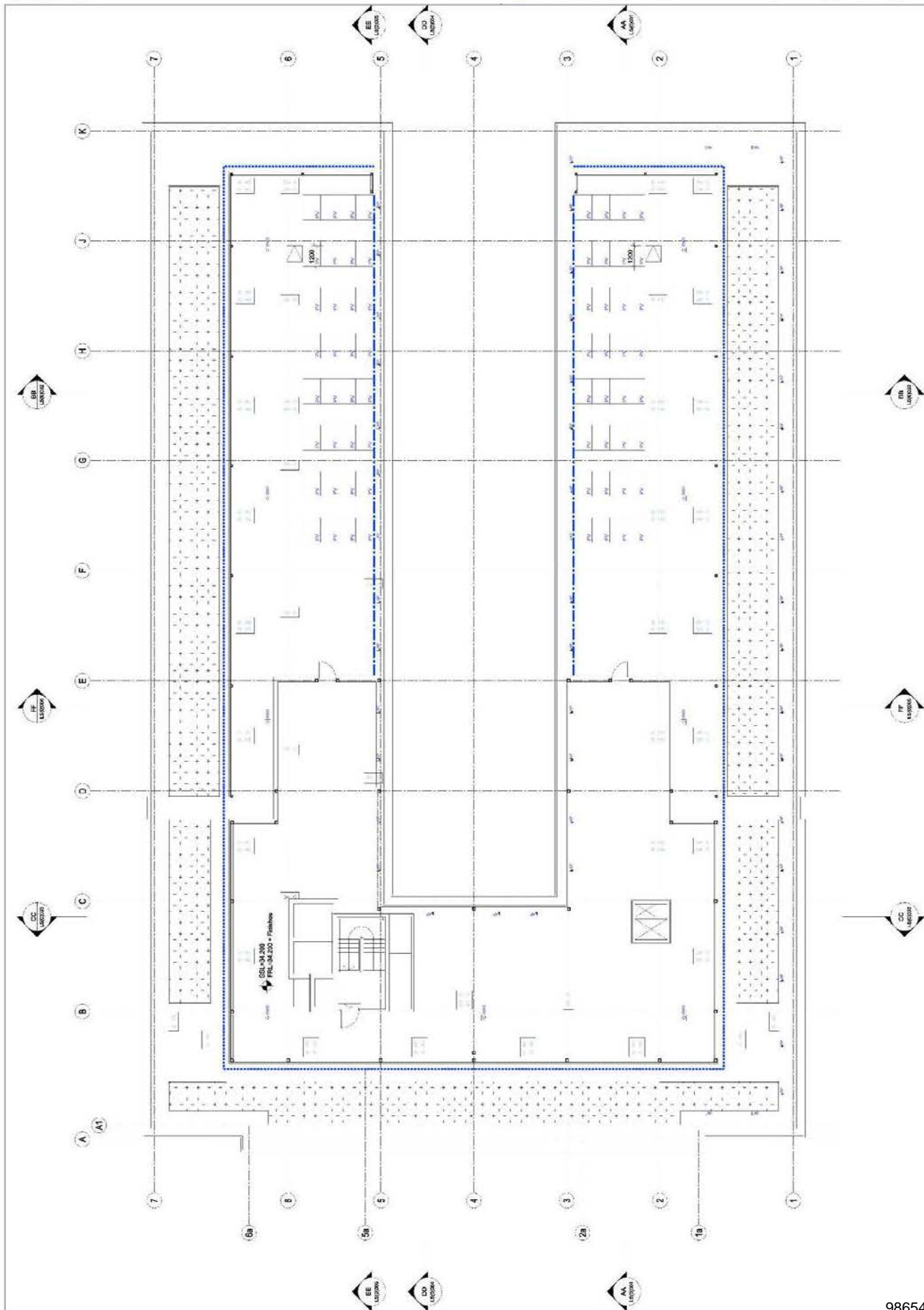
Drawing title: Roof Plan

Drawn by: RS

Checked by: SR

Scale: 1:100 @ A1

Drawing no: 6159 LP0006 Rev: 06





Drawn and checked by: [Name]  
 Date: [Date]  
 Project: [Project Name]

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Formation Architects

The Royal Society  
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formationarchitects.co.uk

Project

CB1 Proj B1  
 Hotel and Cycle Park  
 Cambridge CB1

Client

Brookgate

Drawn by

RS

Checked by

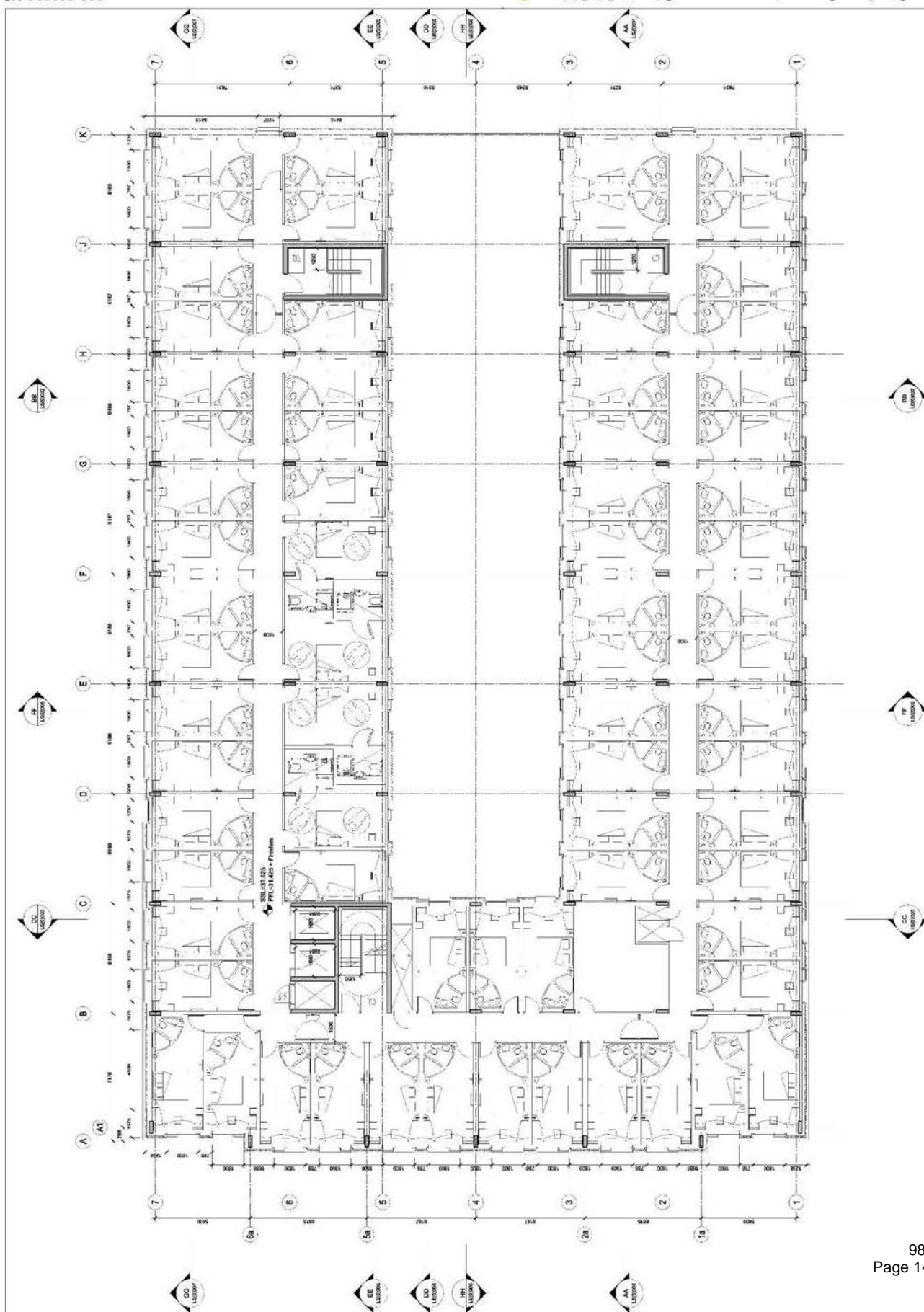
SR

Scale

1:100 @ A1

Drawing No. 8159 LP0005

Rev. 08



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 Checked by: [Name] Date: [Date]  
 Approved by: [Name] Date: [Date]  
 Project: [Project Name]  
 Location: [Location]  
 Scale: 1:100 @ A1  
 Drawing No: 8159 JP0004 Rev: 03

# Formation Architects

The Royal Building  
 41 Workless Road  
 London N1 7SD  
 T 020 7251 0341  
 F 020 7251 0204  
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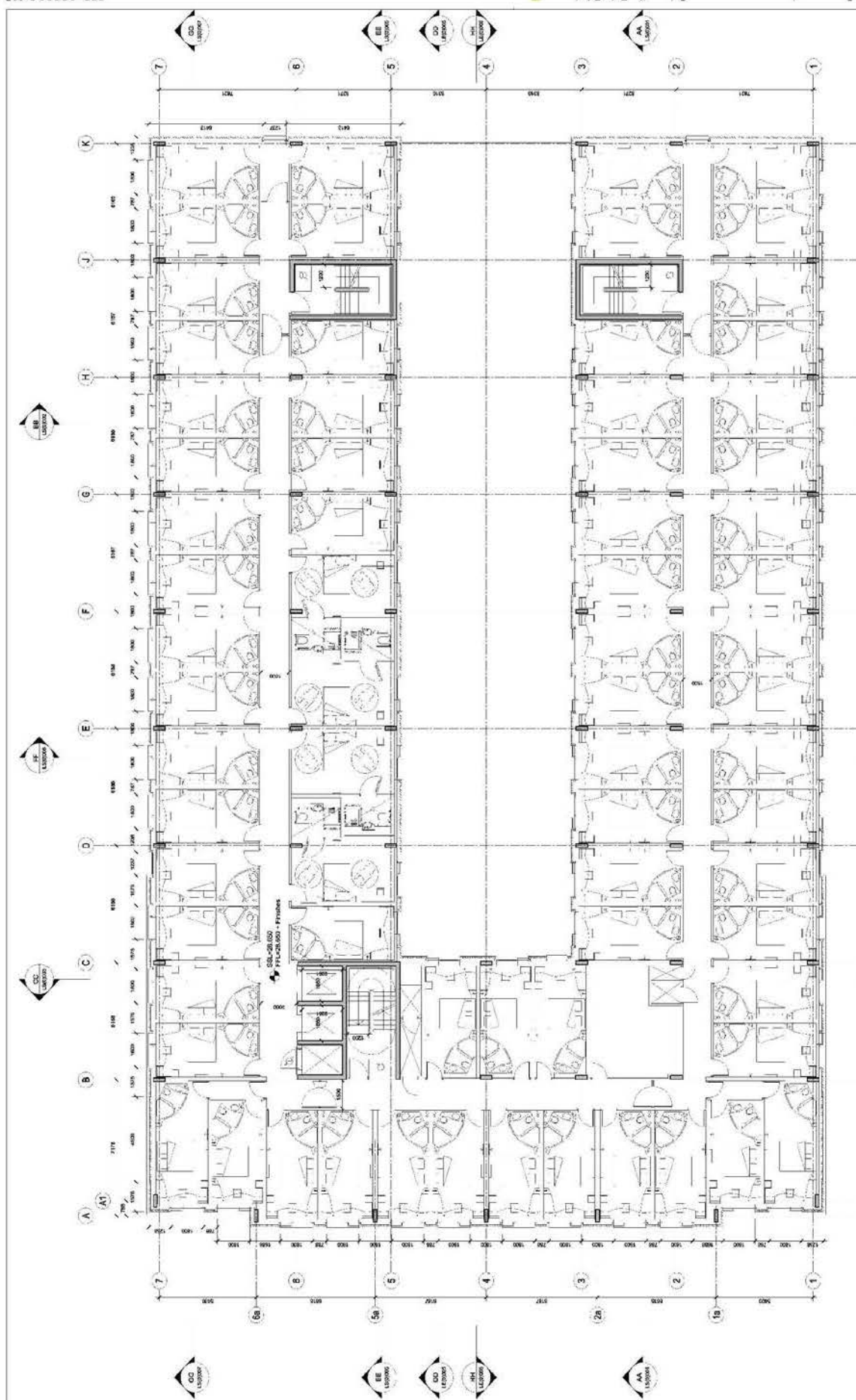
Key plan

Project: CB1 Plot B1  
 Home and Cycle Park  
 Cambridge CB1  
 Client: Brookgate

Drawing No: Fourth Floor Plan

Drawn by: RS  
 Checked by: SR  
 Scale: 1:100 @ A1

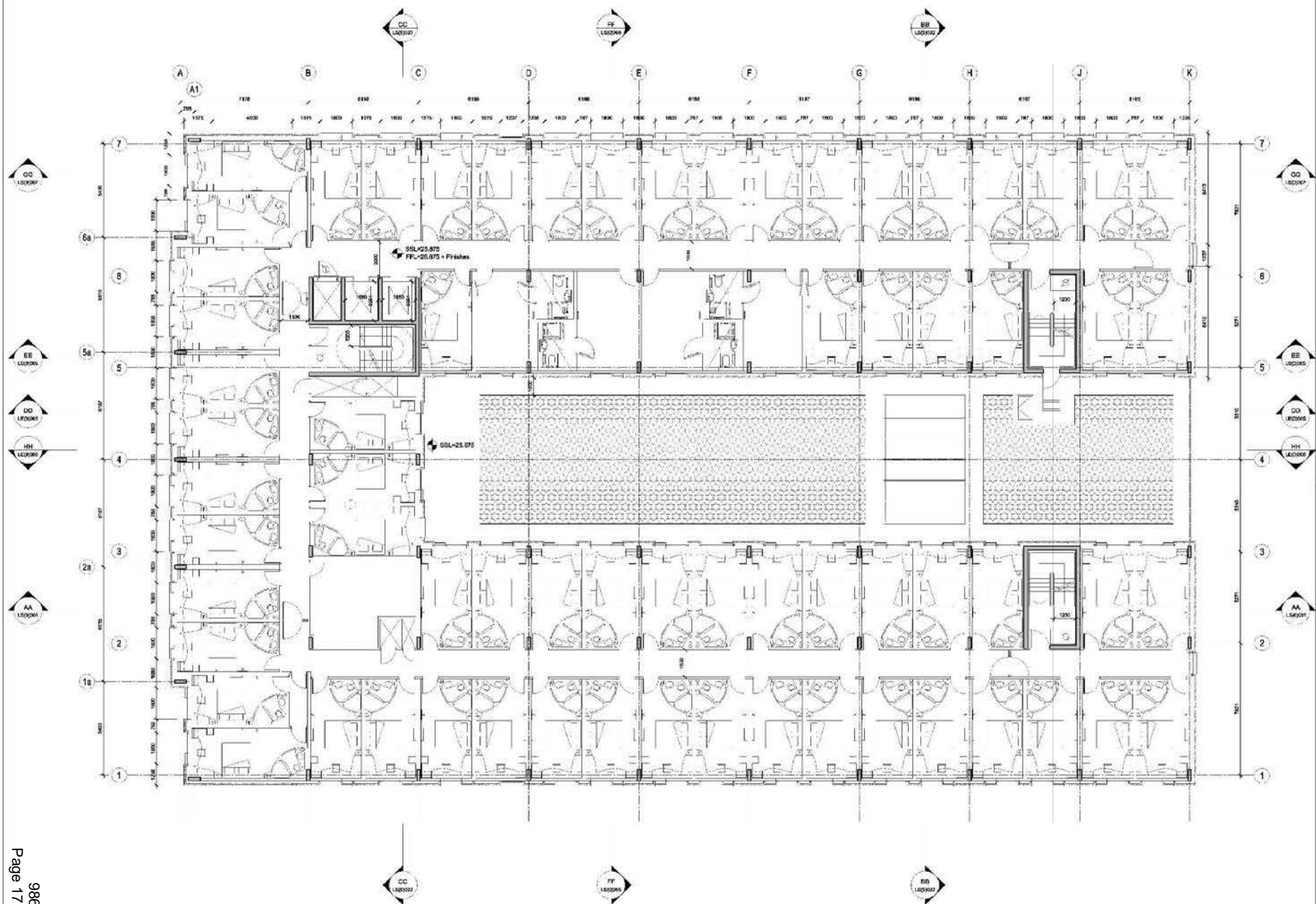
Drawing No: 8159 JP0004 Rev: 03











Do not scale this drawing. Contractors to confirm all dimensions on site. Notify architect immediately of any discrepancies.

Revisions:

- 01 RS 07/05/13 Design
- 02 RS 14/05/13 Arranged to Architect's comments
- 03 RS 07/08/13 Arranged to Architect's comments
- 04 RS 10/08/13 Arranged to Architect's comments
- 05 RS 17/08/13 New escape strategy, arranged
- 06 AA 16/08/13 Increased length of bedrooms to accommodate service and bedward pool
- 07 AA 26/08/13 Programme issue
- 08 AA 11/10/13 Issued for Comment
- 09 AA 20/10/13 Issued for Tender
- 10 AA 02/11/14 Stage 2 Issue
- Updated tender information

Formation Architects

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London N1 7SG  
T 020 7251 0781  
F 020 7251 9204

formationarchitects.co.uk

Key plan:

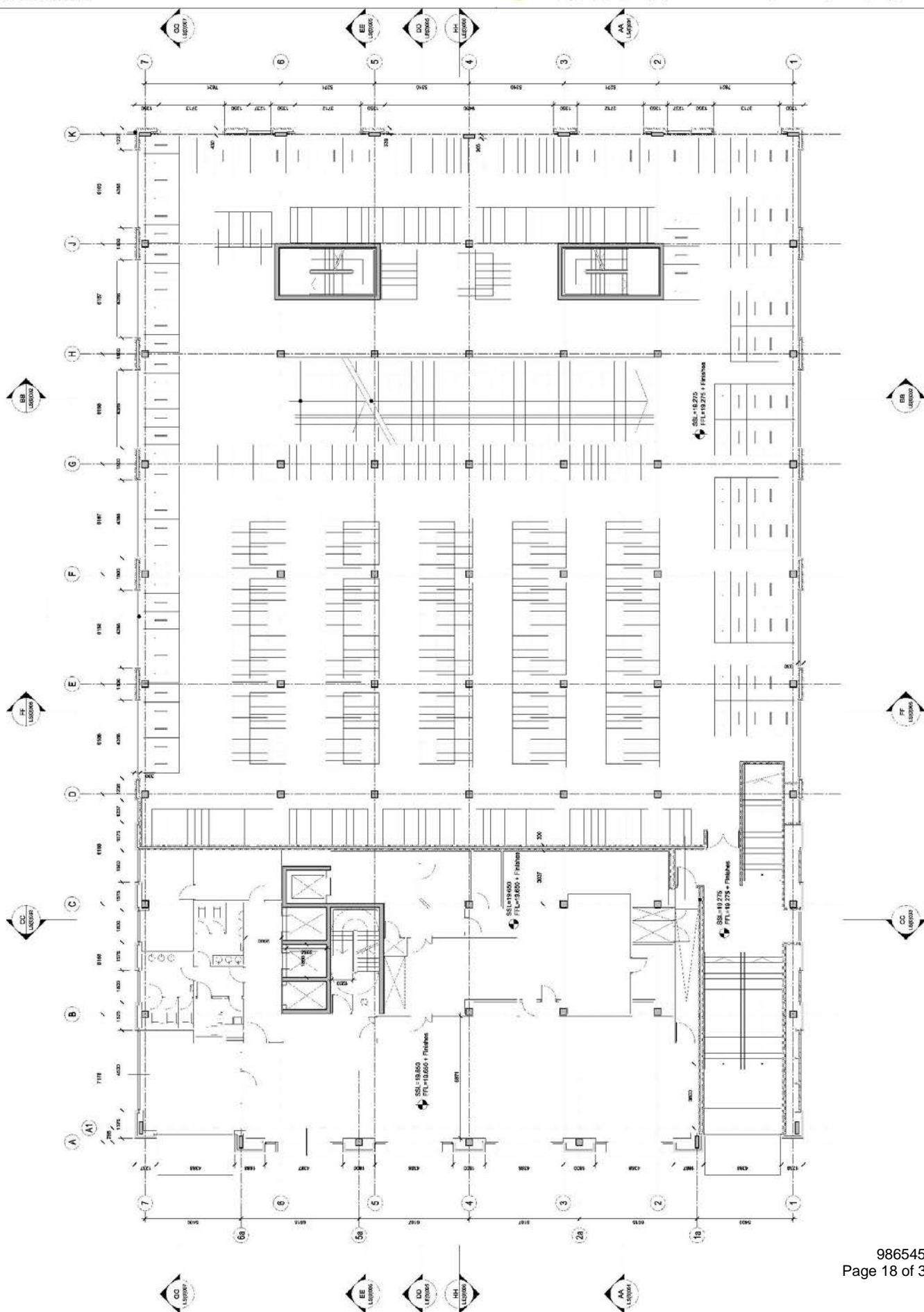
Project CB1 Plot B1  
Hotel and Cycle Park  
Cambridge CB1

Client Brookgate

Drawing title Third Floor Plan

Drawn by RS  
Checked by SR  
Scale 1:100 @ A1

Drawing No 6159 LP(0)003 Rev 10



[illegible]

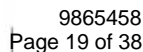
The Royle Studios  
41 Wenlock Road  
London N1 7SG  
T 020 7261 0781  
F 020 7251 9204  
information@architects.co.uk

Project  
CB1 Plot B1  
Hotel and Cycle Park  
Cambridge CB1

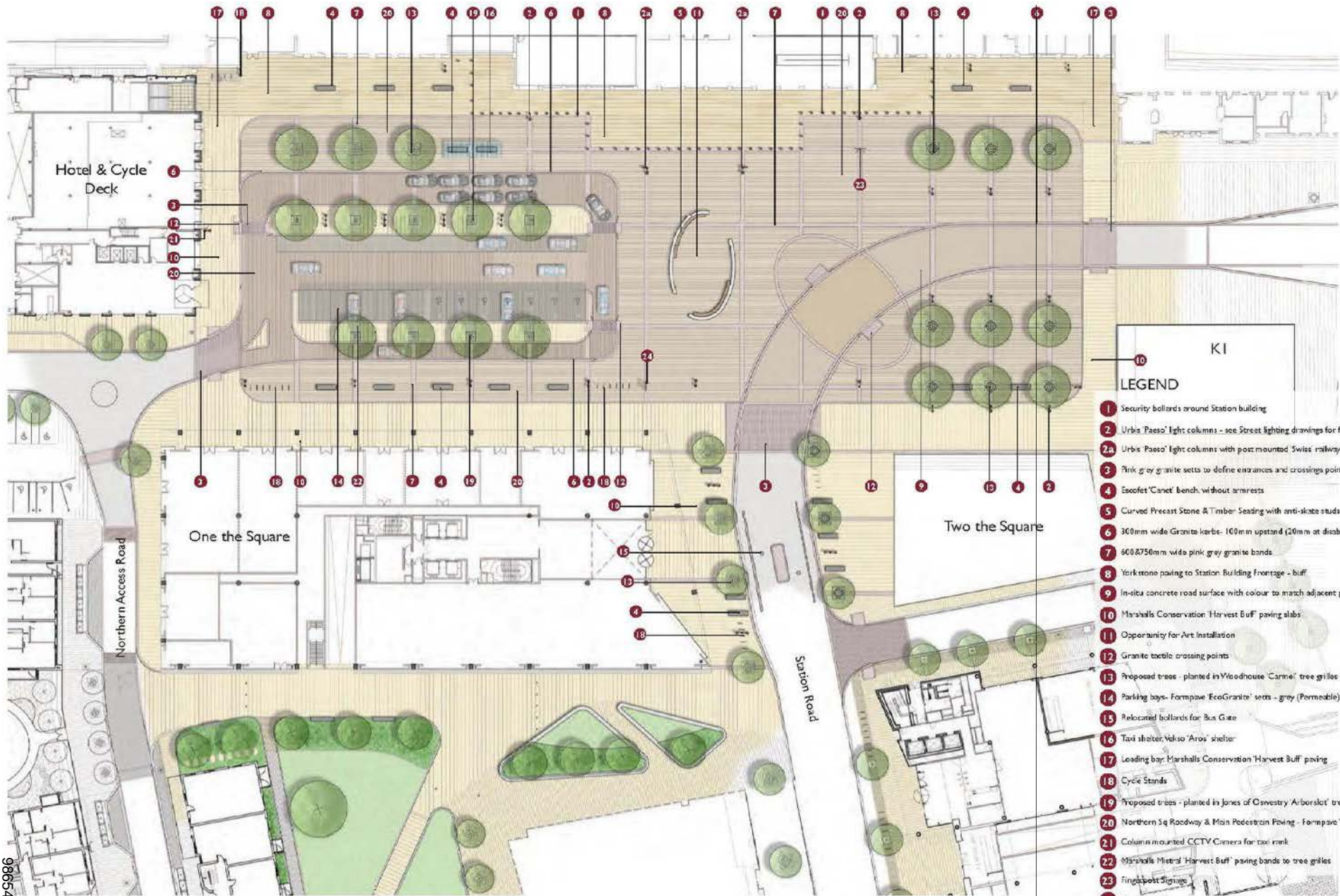
Drawing Title: Ground Floor Plan

Scale 1:100 @ A1

Drawing no: 6159 | P/0000 Rev: 08





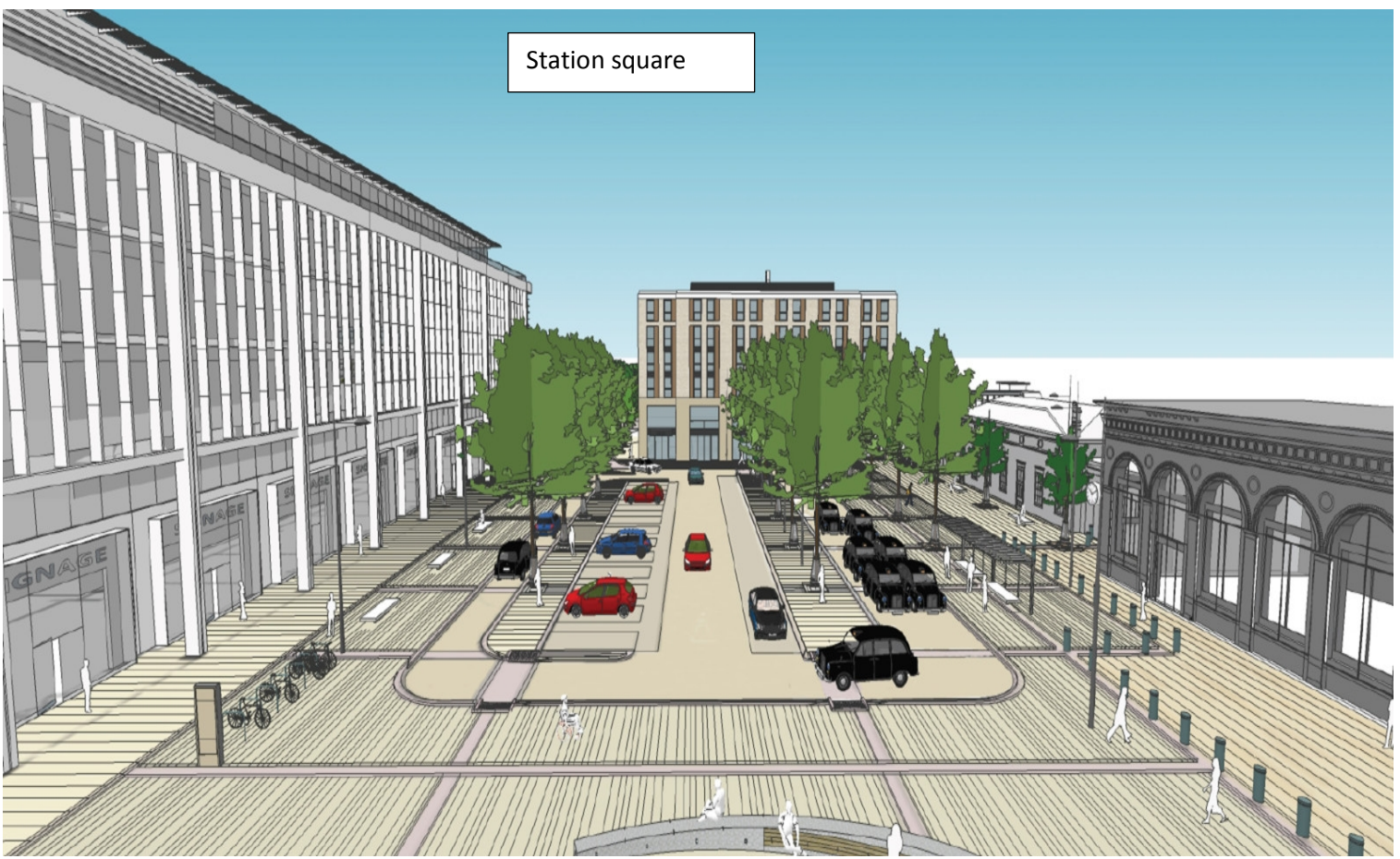


# LEGEND

- 1 Security bollards around Station building
- 2 Urbis 'Paeso' light columns - see Street Lighting drawings for further details
- 2a Urbis 'Paeso' light columns with post mounted 'Swiss railway clocks'
- 3 Pink grey granite setts to define entrances and crossings points
- 4 Ecoflex 'Canet' bench, without armrests
- 5 Curved Precast Stone & Timber Seating with anti-skate studs
- 6 300mm wide Granite kerbs - 100mm upstand (20mm at disabled bays)
- 7 600x750mm wide pink grey granite bands
- 8 York stone paving to Station Building Frontage - buff
- 9 In-situ concrete road surface with colour to match adjacent paving
- 10 Marshalls Conservation 'Harvest Buff' paving slabs
- 11 Opportunity for Art Installation
- 12 Granite tactile crossing points
- 13 Proposed trees - planted in Woodhouse 'Carnie' tree grille & C&I guards
- 14 Parking bays - Formpave 'EcoGranite' setts - grey (Permeable)
- 15 Relocated bollards for Bus Gate
- 16 Taxi shelter, Vekso 'Aros' shelter
- 17 Loading bay: Marshalls Conservation 'Harvest Buff' paving
- 18 Cycle Stands
- 19 Proposed trees - planted in Jones of Osmevry 'Arborslot' tree grille & C&I guards
- 20 Northern Sq Roadway & Main Pedestrian Paving - Formpave 'EcoGranite' setts - pink/grey
- 21 Column mounted CCTV Camera for taxi rank
- 22 Marshalls Mistral 'Harvest Buff' paving bands to tree grilles
- 23 Fine Post Signage
- 24 Sign Monolith



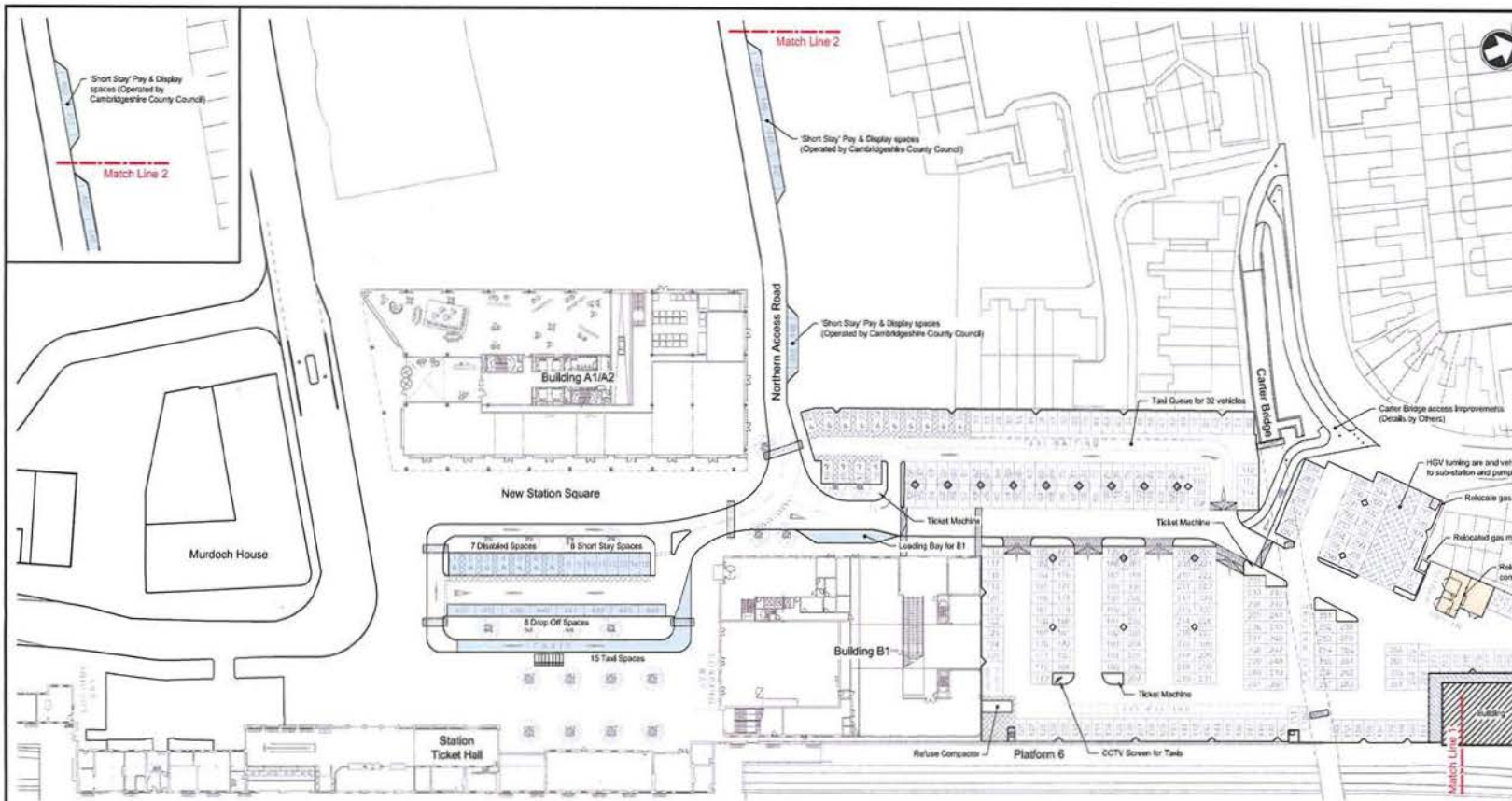
Station square



Aerial photograph







- 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. Location of Railway signal equipment shown indicatively.
  5. All existing Ticket Machines to be reused where possible.
  6. All existing CCTV Equipment to be reused where possible.

Car Parking Schedule

- 436 Car Parking Spaces (including 21 Disabled Spaces (5% of total) and 8 Pay & Display Spaces in the Northern Access Road)
- 8 Short Stay Spaces
- 8 Drop-Off Spaces
- 452 Spaces Total

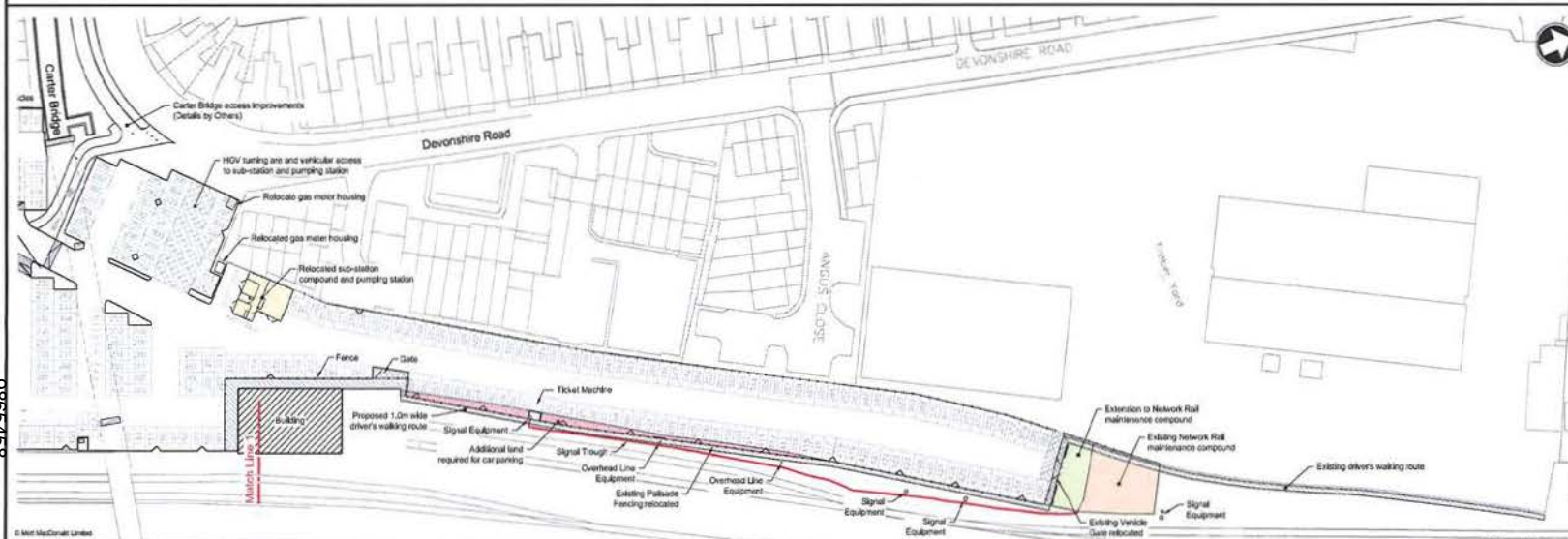
Taxi Schedule

- 15 Spaces in Taxi Rank in Station Square
- Additional queuing for at least 32 vehicles in Station Car Park

Taxi Queue Total 47

Reference drawings

Rev	Date	Drawn	Description	Chk'd	App'd
013	08.10.13	LWR	Parking numbers revised		
012	27.08.13	LWR	Form 001 Submission (Post IEC Review)		
011	20.08.13	LWR	Form 001 Issue		
010	16.08.13	LWR	Car Parking Schedule revised		
009	20.07.13	LWR	Revised to reflect latest design		
008	21.05.13	LWR	Station Square updated		
007	05.04.13	LWR	Car Park Area revised		
006	22.03.13	LWR	Station Square Layout revised		
005	15.02.13	LWR	Station Square Layout revised		
004	23.01.13	LWR	Station Square Layout revised		
003	22.01.13	LWR	Ticket Machines & CCTV Posts added		
002	15.01.13	LWR	Signal Equipment added		
001	28.11.12	LWR	Preliminary Issue		



Client  
**Brookgate CB1 Ltd.**  
**BROOKGATE**

Station Road Redevelopment  
 Northern Quarter  
 Proposed Car Park  
 General Arrangement

Designed	S.Gerton	SG	Eng check	A.M.Rawlings	MR
Drawn	L.W.Russell	LWR	Coordination	J.Rivett	JR
Design check	S.Gerton		Approved	J.Robertson	JR
Scale at A1	1:500	Status	PRE	Rev	P13

Drawing Number  
**MMD-217382-C-DR-02-XX-3600**

**PROPOSED PROPERTY DISPOSAL CONSULTATION REPORT**  
**relating to**

**APPLICATION BY NETWORK RAIL INFRASTRUCTURE LIMITED FOR REGULATORY CONSENT  
UNDER THE LAND DISPOSAL CONDITION OF ITS NETWORK LICENCE**

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

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

Cambridge CB1 – Proposed disposals on a long lease:

(250 years) of land shown coloured blue on Plan no 217382-EAD-3327-P2 being Plot B1 (hotel block and ground floor retail unit) with a leaseback to Network Rail of the remainder of the block being the station cycle park and cycle retail unit.

(999 years) of land shown coloured green on Plan no 217382-EAD-3327-P2 being Plot A1/A2 (commercial office space with retail at ground floor – already consented).

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

Summary of position regarding responses: There is general support for the scheme. With the exception of Passenger Focus, all consultees have confirmed that they have no objection to this disposal. With regards Passenger Focus, they do not believe that the land disposal takes adequate account of future passenger growth for Cambridge. We have confirmed to Passenger Focus that the delivery of a new station at Chesterton will ease the future pressure from Cambridge station and that (subject to demand and planning) it is possible to make provision for a future decked car park at Cambridge if necessary. This disposal does not therefore prevent future expansion of car parking at Cambridge should demand dictate that this is required.

The full list of external consultees is set out below:

No.	External party (name)	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	28/01/14	DfT have no comment, nor objection to this land disposal.	
2	Arriva Trains Cross Country	Y	25/04/14	<p>I am authorised to inform you on behalf of XC Trains Limited that we accept the Minor Modification Proposal and Land Disposal Application, on the basis that this is without prejudice to the agreement of outstanding Reserved Matters, if any, that may be affected by the content of the Minor Modification document.</p> <p>I am further authorised to inform you that we accept the Change Proposal subject to the following:</p> <ul style="list-style-type: none"><li>• That we remain engaged in discussions with Network Rail, xxxx</li></ul>	

				<p>and the nominated contractor for the refurbishment of the temporary accommodation, xxxx, regarding the now agreed Temporary Accommodation situate at 60 Station Road, Cambridge and our relocation to it.</p> <ul style="list-style-type: none"> <li>• That the Temporary Accommodation is developed to a good standard and to our reasonable satisfaction at nil cost to XC Trains Limited.</li> <li>• That as agreed and provided for in the Financial Undertaking &amp; Standard Development Indemnity offered in the Change Proposal, our reasonable costs throughout the Redevelopment Period are reimbursed.</li> <li>• That we endeavour to agree a Draft Agreement for Lease for the proposed Permanent Premises referred to as 'CB1', subject to the limitations of agreeing it in full which are accepted (those matters which are more fully noted in previous discussions with our respective Legal Representatives) and, to agree/exchange the same before we vacate our existing premises.</li> </ul>	
3	c2c Rail Limited	Y	23/01/14	I confirm on behalf of c2c Rail Ltd that we have no objection to the proposed land disposal.	
4	Chiltern Railway Company Limited	Y	23/01/14	There are no comments from Chiltern Railways.	
5	Eurostar International Limited	Y	24/01/14	No issue for EIL,	
6	First Great Western Limited	Y	24/01/14	We have no comment thank you	
7	First Capital Connect Limited	Y	30/04/14	I can confirm that FCC has no objection to the proposed disposals as part of the redevelopment of Cambridge Station and its environs	



8	<b>Grand Central Railway Company Limited</b>	Y	24/04/14	GC has no comment to make on this particular proposal.	
9	<b>Abellio Greater Anglia</b>	Y	30/04/14	Abellio Greater Anglia have no objection to the land disposal application set out below subject to the terms agreed in the Station change and minor modification.	
10	<b>London &amp; South Eastern Railway Limited (Southeastern)</b>	Y	05/02/14	Southeastern have no comment on this proposal	
11	<b>Merseyrail Electrics 2002 Limited</b>	Y	23/01/14	I can confirm that Merseyrail have no comments or objections to the above proposal.	
12	<b>Northern Rail Limited</b>	Y	23/01/14	Northern Rail Ltd have no objections to the proposed land disposal.	
13	<b>COLAS Freight</b>	Y	23/04/14	No Comments.	
14	<b>Direct Rail Services Limited</b>	Y	13/02/14	Direct Rail Services have no objections to the proposed land disposal at Cambridge station.	
15	<b>DB Schenker (Formerly EWS)</b>	Y	23/04/14	DB Schenker has no objection to the proposed land disposal as described.	
16	<b>Captrain UK (Formerly Freight Europe)</b>	Y	27/01/14	We have no comments.	
17	<b>Freight Transport Association</b>	Y	30/04/14	Telephone message received from xxxx advising that he is not currently able to send e-mails due to an IT re-org within FTA, but that the FTA has no objection or comments to make on the proposed land disposal.	
18	<b>Freightliner Limited</b>	Y	12/02/14	Freightliner has no comment to make on this proposal	
19	<b>GB Railfreight Limited</b>	Y	24/01/14	GB Railfreight Ltd has no objection to the proposed Land disposal at Cambridge Station.	

20	<b>Rail Freight Group</b>	Y	23/01/14	OK with RFG,	
21	<b>West Coast Railway Company</b>	Y	23/04/14	no comment	
22	<b>WH Malcolm</b>	Y	24/01/14	WH Malcolm has no objections to the proposal.	
23	<b>Association of Community Rail Partnerships</b>	Y	23/04/14	ACoRP have no objection to this disposal.	
24	<b>British Transport Police</b>	Y	13/03/14	No objection	
25	<b>East West Rail Consortium</b>	Y	24/04/14	No comment.	
26	<b>Passenger Focus</b>	Y	25/02/14	Passenger Focus oppose the scheme as it stands. The car park should be designed so that a deck, or decks, can be added. See full correspondence in Annex 1. .	
27	<b>Cambridge City Council</b>	Y	06/05/14	We have no objection.	
28	<b>Cambridgeshire County Council</b>	Y	04/02/14	Thank you for your email. Please take this email as Cambridgeshire County Council's support for the proposed disposal, which will allow the long planned redevelopment to proceed.  The new station square will be a very substantial improvement on the current layout which will benefit all users and provide a much better experience for all those arriving in Cambridge. The Council also supports the planned cycle park which is much needed.	

Copies of responses are given in 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 – Stakeholder Responses**

### **1. Department for Transport**

**From:** @dft.gsi.gov.uk]

**Sent:** 28 January 2014 09:56

**To:**

**Subject:** Cambridge Station - Consultation On Proposed Land Disposal

Hello

Please accept this email as confirmation that DfT have no comment, nor objection to this land disposal.

Thanks

---

### **2. Arriva Trains Cross Country**

**From:** @crosscountrytrains.co.uk]

**Sent:** 25 April 2014 11:19

**To:**

**Cc:**

**Subject:** Cambridge Change Proposal - CB11260613JL

Dear

I refer to the following documents received by XC Trains Limited in relation to a proposal dated June 2013 for the proposed Redevelopment & Improvement of Cambridge Station:

1. A Network Rail Infrastructure Limited Change Proposal (ref: CB11260613JL) dated June 2013 and subsequent Variation of the same dated 26<sup>th</sup> June 2013;
2. A Minor Modification Draft & Land Disposal dated 8<sup>th</sup> October 2013 as submitted to the DfT.

I am authorised to inform you on behalf of XC Trains Limited that we accept the Minor Modification Proposal and Land Disposal Application, on the basis that this is without prejudice to the agreement of outstanding Reserved Matters, if any, that may be affected by the content of the Minor Modification document.

I am further authorised to inform you that we accept the Change Proposal subject to the following:

- That we remain engaged in discussions with Network Rail, xxxx and the nominated contractor for the refurbishment of the temporary accommodation, xxxx, regarding the now agreed Temporary Accommodation situate at 60 Station Road, Cambridge and our relocation to it.
- That the Temporary Accommodation is developed to a good standard and to our reasonable satisfaction at nil cost to XC Trains Limited.
- That as agreed and provided for in the Financial Undertaking & Standard Development Indemnity offered in the Change Proposal, our reasonable costs throughout the Redevelopment Period are reimbursed.
- That we endeavour to agree a Draft Agreement for Lease for the proposed Permanent Premises referred to as 'CB1', subject to the limitations of agreeing it in full which are accepted (those matters which are more fully noted in previous discussions with our respective Legal Representatives) and, to agree/exchange the same before we vacate our existing premises.

I very much look forward to working with you in the future on this very worthwhile scheme.

Kind regards,

---

### **3. c2c Rail Limited**

**From:** @nationalexpress.com]

**Sent:** 27 January 2014 09:41

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Dear

I confirm on behalf of c2c Rail Ltd that we have no objection to the proposed land disposal.

Kind regards,

---

### **4. Chiltern Railway Company Limited**

**From:** EXTL:

**Sent:** 23 January 2014 09:33

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Hi

There are no comments from Chiltern Railways.

Best,

---

### **5. Eurostar International Limited**

**From:** @eurostar.com]

**Sent:** 24 January 2014 09:46

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

No issue for EIL,

Kind regards

---

### **6. First Great Western Limited**

**From:** @firstgroup.com]

**Sent:** 24 January 2014 10:57

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

We have no comment thank you

---

### **7. First Capital Connect Limited**

**From:** @firstgroup.com]

**Sent:** 30 April 2014 12:51

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Apologies I've been out of the office the last few days  
I can confirm that FCC has no objection to the proposed disposals as part of the redevelopment of Cambridge Station and its environs

Regards

---

**8. Grand Central Railway Compant Limited**

**From:** @grandcentralrail.com]  
**Sent:** 24 April 2014 19:26  
**To:**  
**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Dear

Apologies for the very late response. I misplaced your original email.

GC has no comment to make on this particular proposal.

Regards

---

**9. Abellio Greater Anglia**

**From:** @abelliogreateranglia.co.uk]  
**Sent:** 30 April 2014 11:42  
**To:**  
**Cc:**  
**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Dear

Abellio Greater Anglia have no objection to the land disposal application set out below subject to the terms agreed in the Station change and minor modification.

Regards

---

**10. London & South Eastern Railway Limited/Southeastern**

**From:** @southeasternrailway.co.uk]  
**Sent:** 05 February 2014 09:55  
**To:**  
**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Southeastern have no comment on this proposal

Regards

---

#### **11. Merseyrail Electrics 2002 Limited**

**From:** @merseyrail.org]  
**Sent:** 23 January 2014 09:18  
**To:**  
**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Hi

I can confirm that Merseyrail have no comments or objections to the above proposal.

Regards

---

#### **12. Northern Rail Limited**

**From:** @northernrail.org]  
**Sent:** 23 January 2014 09:14  
**To:**  
**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Dear

With reference to your emails dated 22<sup>nd</sup> January. Northern Rail Ltd have no objections to the proposed land disposal referred to in your emails.

Yours faithfully

---

#### **13. COLAS Freight**

**From:** @colasrail.co.uk]  
**Sent:** 23 April 2014 09:45  
**To:**  
**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

No Comments.

Regards

---

#### **14. Direct Rail Services Limited**

**From:** @drsl.co.uk]  
**Sent:** 13 February 2014 12:42  
**To:**  
**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Both e-mails got through, I can confirm that Direct Rail Services have no objections to the proposed land disposal at Cambridge station.

Regards

---

#### **15. DBS Schenker**

**From:** EXTL:

**Sent:** 23 April 2014 10:00

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

I can confirm that DB Schenker has no objection to the proposed land disposal as described.

Yours,

---

#### **16. Captrain UK**

**From:** @captrain.co.uk]

**Sent:** 27 January 2014 10:28

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

We have no comments.

Regards.

---

#### **17. Freight Transport Association**

No e-mail response was provided but a voicemail message was left on 30/04/14 from xxxx advising that the Freight Transport Association does not have any objection to the disposal but this could not be confirmed by e-mail at this point in time due to an internal IT re-org and all systems being unavailable.

---

#### **18. Freightliner Limited**

**From:** @Freightliner.co.uk]

**Sent:** 12 February 2014 10:40

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Hi

Freightliner has no comment to make on this proposal

Regards

---

#### **19. GB Railfreight Limited**

**From:** @gbrailfreight.com]

**Sent:** 24 January 2014 16:44

**To:**

**Cc:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

I can confirm that GB Railfreight Ltd has no objection to the proposed Land disposal at Cambridge Station as detailed in your emails and attachments of 22/01/14.

Regards

## **20. Rail Freight Group**

**From:** @rfg.org.uk]

**Sent:** 23 January 2014 20:40

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

ok with RFG,

Thanks

---

## **21. West Coast Railway Company**

**From:** @aol.com]

**Sent:** 23 April 2014 09:29

**To:**

**Subject:** Re: Cambridge Station - Consultation On Proposed Land Disposal

no comment

---

## **22. W H Malcolm**

**From:** @whm.co.uk]

**Sent:** 24 January 2014 10:04

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

WH Malcolm has no objections to the proposal.

Best of luck with the scheme.

**MALCOLM**  
LOGISTICS

---

## **23. Association of Community Rail Partnerships**

**From:** @btconnect.com]

**Sent:** 23 April 2014 11:23

**To:**

**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

Hello

I apologise for not replying. However, I can confirm that ACoRP have no objection to this disposal.

Regards

---



#### **24. British Transport Police**

**From:** @btp.pnn.police.uk]  
**Sent:** 13 March 2014 13:53  
**To:**  
**Cc:**  
**Subject:** FW: Cambridge Station - Consultation On Proposed Land Disposal  
**Importance:** High

Good afternoon,

Please note BTPs response below; please accept out apologies in the delay in getting this to you.

Kind regards

**From:**  
**Sent:** 11 March 2014 13:56  
**To:**  
**Subject:** FW: Cambridge Station - Consultation On Proposed Land Disposal

This all looks good to me . obviously the sooner our new accommodation is sorted the better .

Regards

**British Transport Police**

#### **25. East West Rail Consortium**

**From:**  
**Sent:** 24 April 2014 09:37  
**To:**  
**Subject:** RE: Cambridge Station - Consultation On Proposed Land Disposal

No comment.

---

#### **26. Passenger Focus**

**From:** @networkrail.co.uk  
**Sent:** 30 April 2014 13:53  
**To:**  
**Subject:** RE: Minor modification - Cambridge

Dear

Thank you for your e-mail the content of which is noted.

With regards to future provision for decking to accommodate any increased demand for passenger parking at Cambridge, I can confirm that this has not been ruled out and there is sufficient land available to provide a decked structure should this prove to be required at some point in the future (subject to planning).

Kind regards,

Property

1 Eversholt Street

London NW1 2DN

**T** +44 (0)

**M** +44 (0)

**E** @networkrail.co.uk

**www.networkrail.co.uk/property**

**From:** @passengerfocus.org.uk]  
**Sent:** 30 April 2014 13:37  
**To:**  
**Subject:** Minor modification - Cambridge

Dear

Thank you for advising Passenger Focus that the DfT has approved the minor modification to reduce the number of car parking spaces at Cambridge (our ref. 1610b14).

Passenger Focus is aware that:

the original scheme for the area outside the station, at one time described as *(catering) for "future transport growth" up to 2030*, included a multi-storey car park, which has been dropped in favour of more commercial development (an hotel) and a large cycle park;

Cambridgeshire CC is opposed to increasing car parking spaces for policy reasons.

Passenger Focus in its response on 31/10/13 to the proposal concluded that:

*Based on the information available, and having considered the "mitigation measures", Passenger Focus believes that the proposed number of parking spaces will be insufficient to meet demand.*

In its further comments, sent on 5/12/13, it posed the questions:

*will the proposals prevent future increases in car parking capacity?*

*how will they improve passengers' satisfaction with car parking?*

In "mitigation" for the near 11% reduction in car parking spaces (404 down to 361) it has been stated that the new station at Chesterton will attract up to 209 of those who park at Cambridge (3.4 in Network Rail's Minor Modification Proposal paper of 8/10/13) – almost 52% of the current total of spaces, and that (3.2) the number of cycle spaces will also reduce demand: (3.5) *the modular (sic) shift to be delivered by the cycle park will ensure that any passengers who wish to park at Cambridge Station will still be able to do so*. Passenger Focus knows of no other station where such a large shift from car to cycle has occurred.

Passenger Focus believes it is extremely unwise to dispose of land around the existing station which may affect the railway's ability to serve passengers effectively in years to come – including in terms of car parking capacity. It is always very difficult to forecast demand, but it appears probable that growth in demand for parking at Cambridge will occur, with concomitant increases in problems for passengers. Demand already, at times, exceeds supply. The September survey (Cambridge Rail Station Car parking, Sep. 2013, Mott MacDonald) showed nine days with 99 or 100% occupancy of the pay and display places, which suggests that demand is currently greater than supply at most times of the year. In addition an average level of demand ignores the fact that at peak periods demand could exceed supply – and empty spaces at times of low demand cannot be available at peak periods.

The developments at Cambridge station will bring improvements for passengers. Notwithstanding the fact that the scheme must be economically viable, Passenger Focus's opinion remains: based on the information available, and having considered the "mitigation measures", the proposed number of parking spaces will be insufficient to meet demand, and we therefore oppose the scheme as it stands. The car park should be designed so that a deck, or decks, can be added.

Please do not hesitate to contact me if you need any further information.

Kind regards,

Passenger Focus [Manchester office](#)  
The independent passenger watchdog

t

m

**From:** @passengerfocus.org.uk]  
**Sent:** 25 February 2014 09:37  
**To:**  
**Subject:** Cambridge land disposal 2001h14

This proposal has generated a good deal of thought at Passenger Focus.

Preliminary comments are that the comments e-mailed to you on 5/12/13 (ref. 1610b14) are reinforced by the fact that:

in 2008 the proposed development was to provide for future transport growth to 2030, whilst reducing congestion for pedestrians,

now the latest papers mention plans for an hotel where the former MSCP was to be.

Passenger Focus is considering its response, and will reply formally later this week.

Regards,

---

#### **27. Cambridge City Council**

**From:** @cambridge.gov.uk]

**Sent:** 06 May 2014 14:27

**To:**

**Subject:** Re: FW: Cambridge Station - Consultation On Proposed Land Disposal

Hi - apologies for the delay, we have no objection.

---

#### **28. Cambridgeshire County Council**

**From:** @cambridgeshire.gov.uk]

**Sent:** 04 February 2014 09:02

**To:**

**Cc:**

**Subject:** Re: Cambridge Station - Consultation On Proposed Land Disposal

Thank you for your email. Please take this email as Cambridgeshire County Council's support for the proposed disposal, which will allow the long planned redevelopment to proceed.

The new station square will be a very substantial improvement on the current layout which will benefit all users and provide a much better experience for all those arriving in Cambridge. The Council also supports the planned cycle park which is much needed.

---

## Annex 2 – Network Rail's Consultation email

**From:** @networkrail.co.uk

**Sent:** 22 January 2014 17:51

**To:**

**Subject:** Cambridge Station - Consultation On Proposed Land Disposal

**Importance:** High

Dear consultee,

### **Property: Cambridge Station**

We seek to consult you as regards your views, please, on our proposed disposal by way of long leasehold interests.

We attach a draft application form to the Office of Rail Regulation which, with its related plan(s), explains the proposal in detail. Subject to the outcome of our consultation, we may make a formal application to ORR for consent to make the disposal 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.

Please note that we have agreed with the Station Facility Operator (Abellio Greater Anglia) that, due to tight time constraints, we should proceed with this consultation/application in parallel with the Station Change and Minor Modification applications for the development. In the event that these applications are unsuccessful then Network Rail has agreed to withdraw this Land Disposal Application.

ORR reviewed our land disposal arrangements so that from 1 April 2008, ORR will no longer launch any separate consultations when we apply for consent to dispose of land. The arrangements are that we will consult and report the results to ORR in conjunction with our application. It is therefore important that we have your views, so that these may be considered in ORR's decision.

We request your comments, please, by Thursday 20<sup>th</sup> February 2014 (including any "no comment" response). It would be helpful if your response is provided by email.

If you have any queries as regards this proposal, please direct them to xxxx on xxxx or by e-mail to [@networkrail.co.uk](mailto:@networkrail.co.uk). 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,



Property

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Plan showing 2008 disposal consent and the proposed disposal

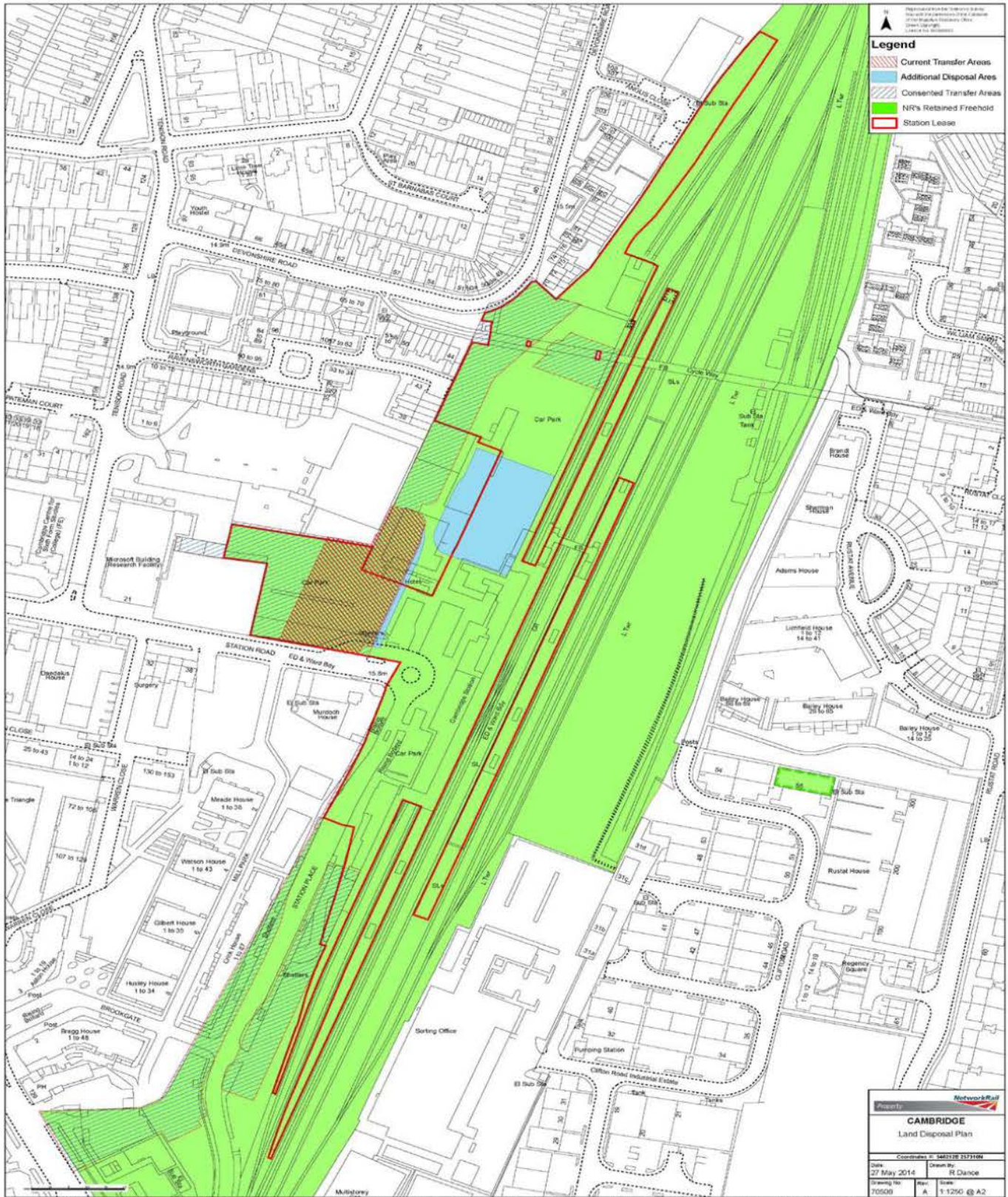


Table showing existing and future car parking allocation



cb1 - Northern Quarter.  
Affect upon car park & cycle numbers during construction



**Agreed GA Schedule**

Hertz rental	5
Zip Parking	2
Disabled	7 *
Drop off	0
Premium parking	6 *
Staff Parking FCC	30
Short Stay	17
Staff Parking GA	30
Staff Parking XCT	0
Pay & Display	391 *
Total capacity:	488

Of which Pay & Display bays total = 404 \*

**CB1 Schedule as Finished scheme**

Hertz rental	5
Zip Parking	0
Disabled	21 *
Drop Off	0
Premium parking	0
Staff Parking FCC	30
Short Stay	16
Staff Parking GA	30
Staff Parking XCT	10
Pay & Display	340 *
Total capacity:	452

Of which Pay & Display bays total = 361 \*

Sketch	Revision	Time slice Months	Car Park Spaces				Cycle Spaces			Notes
			Original	Loss (-) or Gain within period	Available	Loss (-) or Gain against Original	Original	Available	Loss (-) or Gain against Original	
SK01	P	1 to 3.5	488	0	488	0	913	913	0	
SK02	P	3.5 to 4.5	488	33	521	33	913	913	0	Northern car park extension available
SK03	P	4.5 to 6	488	0	521	33	913	913	0	Car park temp re-lined to new layout
SK04	P	6 to 9	488	81	440	-48	913	913	0	A1/A2 & Hotel works start
SK05	P	10 to 15	488	0	440	-48	913	3000	2087	Hotel Cycle park available
SK06	P	15 to 23	488	13	453	-35	913	3000	2087	
SK07	P	24 to 30	488	0	453	-35	913	3000	2087	
SK08	P	30	488	1	454	-34	913	3000	2087	
Final Car park/ Cycle spaces =			488	0	454	-34	913	3000	2087	

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Further response from the council regarding car parking spaces:

**From:** @cambridgeshire.gov.uk  
**Sent:** 22 May 2014 6:50 PM  
**To:** Networkrail.co.uk  
**Cc:**  
**Subject:** RE: CB1 ORR approval

XXXX

I can confirm that Cambridgeshire do not object to the reduction in car parking spaces at Cambridge Station for the CB1 development.

Service Director Strategy and Development