

# Property Disposal – Specific Consent

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	Freehold or long leasehold sale of land coloured blue on the attached sale plan ref. 0484588-4.
Rationale for disposal	<p>Disposal of Cambridge North Station Land to allow consolidation of the existing surface car park through construction of a Mobility Hub. The development of two laboratory buildings on the remainder of the car park will fund the Mobility Hub construction and provide for a new retained NR maintenance compound. This proposal amalgamates with the agreed wider development masterplan of NR land around Cambridge North Station (known as CB4) and is subject to a Development Agreement dated November 2014 (varied 2017) which permits land to be drawn down in phases subject to agreement of specific terms.</p> <p>The Mobility Hub will provide 725 parking spaces, 622 spaces will be for rail users, re-providing the existing 428 surface car parking spaces, and accommodating a further 194 spaces for future growth. The quantum of additional car parking has been discussed between Abellio Greater Anglia (Station Franchise Operator) and the Department for Transport (DfT) who were supportive and have approved the Station Change. Other options for increasing car parking such as a single deck were considered however they constrained the site and did not offer best economic and social value. Therefore, consolidation of the surface car park through a Mobility Hub, funded as part of a comprehensive masterplan represented the best opportunity to secure additional parking.</p> <p>Existing Station pedestrian/cycleways along Milton Avenue and adjoining the Guided Busway to be separately transferred to the estate management company reducing NR/SFO long term maintenance/cost liability. NR will reserve permanent access rights over the land transferred.</p> <p>This application follows an earlier conditional consent granted on 26<sup>th</sup> May 2016 by the Office of Rail and Road (ORR) for the sale of land at Cambridge North Station shown coloured green and hatched purple on attached plan ref. 0484588-5A with Network Rail's retained land coloured green. The original LC17 Consent accepted that with a scheme of this size and complexity the final boundaries of land to be sold and retained would be flexible. There were likely to be changes arising from the early stage of the Masterplan at this time and ongoing development negotiations with the developer. In this regard, a parcel of land previously identified as retained land for the maintenance compound is included in the subject LC17 disposal area in exchange for an equivalent area to be removed and retained to accommodate the boundary change of the proposed maintenance compound (as shown on Plan 3 ref.0484588-5A). This will further reduce NR's ongoing maintenance liabilities as the developer is accepting liability for the maintenance of roadways that were originally envisaged as being NR's responsibility.</p>

2. Clearance	Type	Reference	Date
Clearance Details	Surface Car Park/accessways	CR/52450	Granted 26th April 2024
	Main body of disposal site	CR/22409	Granted 17th May 2017
	Land strip adjacent to Cowley Road (cycle path)	CR/59290	Business clearance re-circulated and approved

**3. Site**

Description of property for disposal	<p><b>Cambridge North Station Land comprising:</b></p> <ol style="list-style-type: none"> <li>Existing surface level railway station car park.</li> <li>Pedestrian/Cycle walkways.</li> <li>Open verge space and part guided bus highway.</li> <li>Area of previous retained operational land within 2016 LC17 “as swap” for additional land now required to accommodate NR compound.</li> </ol> <p>The site disposal plan ref. 239-ACME-S00-0301 shows the proposed 725 space Mobility Hub (coloured blue hatched red) situated on part of the existing surface car park. This releases the remainder for development of commercial laboratory space (coloured blue edged red) under sale/long leasehold. The new Mobility Hub increases dedicated rail spaces to approximately 620 accessed off Milton Avenue along with further reserved access over the land coloured blue cross hatched black. Commercial development funds Mobility Hub construction and provides for a new retained NR maintenance compound (edged green) accessed off a new roadway (coloured brown).</p> <p>A leaseback to Network Rail will be granted for those parts and levels of the new Mobility Hub building comprising the railway parking with rights granted to 3<sup>rd</sup> party users for non-station purposes.</p> <p>Existing Station pedestrian/cycleways along Milton Avenue and adjoining the Guided Bus road (both coloured blue hatched black); where not already out of possession to be separately transferred to the estate management company removing NR/SFO long term maintenance/cost liability. NR will reserve permanent access rights over all land transferred. The land strip on the south west boundary to be used for project Biodiversity purposes only.</p>
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<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>	<p>Attached plans/drawings:</p> <p>Plan 1: Sale plan ref.0484588-4  Plan 2: Sale overlay plan ref.0484588-5A with Network Rail's retained land coloured green. The land coloured green and hatched purple forms the bulk of the development site and already has LC17 Specific Consent granted in 2016. The new maintenance compound on NR retained land is shown outlined in red accessed off a new road shown coloured brown.  Plan 3: Site disposal area ref. No 239-ACME-S00-0301  Plan 4: Indicative masterplan layout - plan ref 239-ACME-PLA-S00-0020  Plan 5: Masterplan development site and surrounding area</p> <p>Photographs:  Aerial photograph of development site and adjoining land.  Photographs of development site and surrounds.</p>
<p>Ordnance survey coordinates</p>	<p>ELR Mileage: BGK 58.0176  Easting 547554  Northing 260955</p>
<p><b>4. Proposal</b></p>	
<p>Proposed party taking disposal</p>	<p>To be confirmed.</p> <p>For the main body of the site purchasers will ultimately be selected following land drawdown and marketing exercise by Network Rail's appointed partners, Brookgate Land Ltd.</p> <p>The land forming access roads within the overall site to be transferred to a management company (removing liability from NR) or may be transferred to others dependent upon final use and design.</p>

<p>Proposed use / scheme</p>	<p>A new 725 space mobility hub and two laboratory buildings will be constructed on the disposal application site which is currently in use as the existing station surface car park. 622 of these spaces to be provided for rail users, re-providing the existing 428 surface car parking spaces, and accommodating a further 194 spaces for future growth. The quantum of additional of car parking was discussed by Abellio Greater Anglia (Station Franchise Operator) with DfT who were supportive. Importantly, the opportunity to increase the station car parking in isolation of a comprehensive masterplan was considered to be very limited.</p> <p>AGA (SFO) have been party to all discussions and Station Change has been approved by DFT.</p> <p>The proposed scheme will unlock land and drive infrastructure and investment growth, building on the momentum created by the Station development and the hotel and office permissions. It will also act as an initial catalyst for regeneration of the wider NE Cambridge Area including the potential relocation and redevelopment of the waste water works.</p> <p>The wider scheme will provide a new Network Rail maintenance compound and track access point on retained Network Rail land.</p>
<p>Access arrangements to / from the disposal land</p>	<p>The existing vehicular access to the site from Cowley Road which links Milton Road (A1309) in the north down to Cambridge North station in the south will be retained.</p> <p>The proposed Mobility Hub will be accessed initially from Milton Avenue via the new 'Cowley Road east' which will run along the eastern boundary of the site. Access over land coloured blue cross hatched black to be reserved (as shown on the Site Disposal Plan ref. 239-ACME-S00-0301). As the further phases of the Masterplan are progressed it is proposed that access to the Mobility Hub will be via the creation of a new development avenue which will optimise its accessibility.</p> <p>The two priority junctions currently to the north of Milton Avenue are to be rationalised, with a single priority junction to the north. The minor arm to provide access to the basement car parking within Three Station Row and One Chesterton Square and access to the retained Network Rail compound on the eastern boundary of the site.</p> <p>A plan showing the layout and access arrangements is attached.</p>
<p>Replacement rail facilities (if appropriate)</p>	<ol style="list-style-type: none"> <li>1. A new 725 space mobility hub at no capital cost to the Railway Industry. 622 of these spaces to be provided for rail users, re-providing the existing 428 surface car parking spaces, and accommodating a further 194 spaces for future growth.</li> <li>2. A new Network Rail maintenance yard facility and track access point to be provided on retained Network Rail land.</li> </ol>

Anticipated rail benefits	<ol style="list-style-type: none"> <li>1. New maintenance compound with track access.</li> <li>2. Surrounding commercial and residential development and facilities to compliment the new DfT funded station.</li> <li>3. Development of individual plots for commercial and housing will bring thousands of new passengers' trips annually.</li> <li>4. Wider infrastructure investment through S106 Agreement.</li> </ol>
Anticipated non-rail benefits	Regeneration of current brownfield land to provide a new area of Cambridge offering a mixed-use development, local employment opportunities and housing.

**5. Timescales**

Comments on timescales	<p>A hybrid planning application (Ref.22/02771/OUT) was submitted on behalf of the Chesterton Partnership (Brookgate, NR and DBC) and validated by the LPA on the 15th of June 2022. A planning appeal (APP/W0530/W/23/3315611) against non-determination was subsequently lodged on 23<sup>rd</sup> January 2023. The Public Inquiry was formally closed on 19<sup>th</sup> October 2023. Planning permission was granted by the Secretary of State on 23<sup>rd</sup> April 2024.</p> <p>It is now envisaged that this project will generate a phased disposal of the subject land over a 3 to 5 year development programme following land draw down under the terms of the Development Agreement.</p> <p>This application represents the second phase in the Cambridge North masterplan redevelopment and will further build on the momentum created by the Station development and the hotel and office permissions.</p>
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**6. Railway Related Issues**

History of railway related use	<p>The site originally formed part of the Chesterton Permanent Way Depot which contained numerous sidings covering the entire site and some adjoining land. More latterly and since the 1990's whilst much of the site became unused other parts have remained in railway use for both ballast loading and mineral transportation. These freight uses are served by both rail and road.</p> <p>The land adjacent to Cowley Road was originally used as a vehicular access to the depot which became largely redundant on the construction of Cowley Rd. This strip now forms part of the cycleway/pedestrian way.</p>
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When last used for railway related purposes	The existing surface car park is currently in full use and operation by the SFO, AGA who have been party to all discussions and Station Change has been approved.
Any railway proposals affecting the site since that last relative use	The only known railway proposals affecting the site are the subject proposals set out above which will enhance both passenger and NR's operational (new maintenance compound) activities.
Impact on current railway related proposals	None other than set out above. The subject proposals are the current railway proposals.
Potential for future railway related use	The Anglia Route Study (March 2016), Anglia Route Specification 2021 and the Cambridgeshire Corridor Study 2019 have been reviewed in relation to this specific proposal. <a href="https://www.networkrail.co.uk/running-the-railway/long-termplanning/">https://www.networkrail.co.uk/running-the-railway/long-termplanning/</a> They have not revealed any long term plans for the land other than this proposal as outlined in this application and the previous ORR Conditional Consents for the sale of land previously referred to. NR Strategic Planning were consulted and confirmed that there are no long term plans which would be affected by the disposal (XXX 17.5.24). We are aware that EWR have a Secondary Means of Escape (SME) requirement for Cambridge North station. We are working with EWR regarding the potential interface with the proposed development as detailed in Section 11.
Any closure or station change or network change related issues	Station Change for consolidation of the surface car park has been obtained. Network Change was required to deliver both the Station and rail freight terminal and was approved on the 26 <sup>th</sup> November 2015.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	Access rights into the site will be via the existing Cowley Road. A new access road from the end of Cowley Road was provided by the Station Project to the new Station. This in turn provides access to the remaining areas of land to be released subject to prior formal legal agreements being entered into with Network Rail as to use and future maintenance where ownership of the route is to remain with Network Rail. Access to the new Freight areas will remain as provided under the current DBS lease (along NW site boundary).
	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. These include car park access to and from the Station, temporary car park spaces during the construction period and cycle access to and from the Station.  Measures to protect the railway agreed under Station Change include the provision of temporary car parking on agreed areas to ensure that the use of Cambridge North Station is not overly disrupted and that these temporary car park areas will remain in use until the new Mobility Hub is taken into use.

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which the other party will install new boundary fencing along the railway boundary and sufficient fencing already exists for the rest.</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>
<p>Safety Issues Identified</p>	<p>The disposal documentation shall include Network Rail’s usual safety provisions appropriate to this disposal site and type of disposal.</p> <p>The disposal includes a requirement to enter into an Asset Protection Agreement in the Network Rail templated form as applicable at the time of the disposal and subject to such reasonable modification as appropriate to the disposal site and it’s intended use.</p> <p>The Technical clearance referenced in Part 2 above additionally stipulates certain bespoke site-specific conditions related to safety as outlined below in section 8.</p> <p><b>Additional disposal site specific safety conditions identified in the Clearance Certificate in addition to those usually referenced for any disposal are also outlined in section 8.</b></p> <p><b>N.B. The safety conditions described above are a requirement of the Technical Clearance Certificate and are relevant at the disposal stage of the transaction. These requirements are subject to change e.g. by development of subsequent detailed designs that may necessitate amended safety requirements subject to consultation and agreement by the railway engineer.</b></p>

**7. Planning History and Land Contamination**

<p>Planning permissions / Local Plan allocation  (if applicable)</p>	<p>Planning permission for a hybrid planning application for the master plan, validated on 15<sup>th</sup> June 2022 (22/02771/OUT) and subsequently appealed for non determination (APP/W0530/W/23/3315611) was granted by the Secretary of State on 25<sup>th</sup> April 2024.</p> <p><a href="https://www.scambs.gov.uk">Land North of Cambridge North Station Public Inquiry - South Cambs District Council (scambs.gov.uk)</a></p> <p>The details are as follows:</p> <p>An outline application (all matters reserved apart from access and landscaping) for the construction of three new residential blocks, providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), and two commercial buildings for Use Classes E(g) i (offices), ii (research and development) providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), construction of basements for parking and building services, car and cycle parking and infrastructure works; and a</p> <p>full application for the construction of three commercial buildings for Use Classes E(g) i (offices) ii (research and development), providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), with associated car and cycle parking, a multi storey car and cycle park, construction of basements for parking and building services, car and cycle parking associated landscaping, infrastructure works and demolition of existing structures.</p> <p>The relevant development plan in this case comprises the following:</p> <ul style="list-style-type: none"> <li>● <b>Adopted SCDC Local Plan (2018) and Proposals Map (2018)</b> The application site forms part of the Major Development site allocation within the South Cambridgeshire Local Plan (2018) under Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station. Policy SS/4 confirms that the area is allocated for “high quality mixed-use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).</li> <li>● <b>Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)</b></li> <li>● <b>Emerging North East Cambridge Area Action Plan (NEC AAP)</b> South Cambridgeshire DC and Cambridge City Council are jointly preparing an Area Action Plan (AAP) for North East Cambridge. Once adopted the AAP would form part of the statutory development plan for both Councils. It will set out a series of site specific policies and the mix and quantum of development for the Area Action Plan. The application site falls within the boundary of the emerging NECCAP.</li> </ul>
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<p>Contamination / Environmental Issues (if applicable)</p>	<p>None known which are relevant to this application.</p> <p>All necessary geotechnical and contamination site surveys will be undertaken before commencement of any on site works. Any required remediation will be undertaken by the future developer accordingly.</p>
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**8. Internal Consultation**

<p>Internal Consultation</p>	<p>NR Strategic Planning were consulted and confirmed that there are no long term plans which would be affected by the disposal (XXX 17.5.24).</p> <p>Network Rail internal land clearance (Business &amp; Technical) has been obtained (CR/52450). Standard conditions apply: any new buildings or structures to be at least 3m from the railway boundary fence or railway infrastructure. Any plant used shall not move or fall within 4 metres of any Network Rail infrastructure. Cranes shall not be permitted to over sail Network Rail property.</p> <p>The Site Specific conditions are summarised below:</p> <p>On behalf of Asset Engineer [R&amp;E], Signalling: a) Signal sighting assessment to be undertaken across all buildings alongside railway. NR staff shall retain permanent access rights.</p> <p>On behalf of Asset Engineer Structure Renewals: 2 culverts that could be impacted if their outlets are within the area of land requested. NR Structures team would need to maintain access for examination, maintenance and renewals of these assets. If other structures are proposed to be built within that land area that will become NR RE Structures to own and manage, then the project will need to ensure that sufficient liaison with the NR asset teams will be required throughout.</p> <p>On behalf of Senior Asset Engineer, E &amp; P: a) Standard minimum electrical clearances shall be maintained to all OLE equipment. b) Access shall be maintained to all operational E&amp;P</p> <p>On behalf of Assistant Project Manager, Cambridge: a) Whole Scheme needs to be assessed for signal sighting and glint &amp; glare issues. Any Glint &amp; Gare assessments to be taken, to be shared with East West Rail. b) Any GSMR assessments taken shall be shared with East West Rail. c) Maintenance Access shall be provided to Network Rail's maintenance compound area and tracks at all times. Including access suitable for an 85ft lorry. d) Any Drainage assessments taken shall be shared with East West Rail.</p> <p>On behalf of Asset Engineer, Geotechnics: Adequate site investigation shall be undertaken including ground investigations and drainage surveys &amp; access for future maintenance and examinations of earthworks and drainage to be maintained.</p>
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	<p>On behalf of Asset Engineer, Buildings: NR's ability to inspect, maintain, renewal or replace existing station and/or lineside infrastructure will not be limited by the proposed sale of land and intended use of the land thereafter.</p> <p>On behalf of Infrastructure Maintenance Protection Coordinator, Asset Engineer, Tottenham: Access rights for maintenance/inspections/repairs to be always available.</p> <p>Relations team. All Complaints from NR must be dealt with within 48 hours of notification including post works. d) Any vegetation work required to be undertaken by project prior to work commencing, Adequate site security to be installed to prevent risk of T&amp;V to the railway. f) Adequate secure site parking long term for network rail vehicles. g) No additional water/drainage to enter onto NR Lineside. h) Adequate boundary measures to prevent T&amp;V to the railway to meet our current Standards.</p> <p>The above issues will also be addressed via the Aspro process and an Aspro engineer has already been formally appointed. The developer is to abide by NR's standard processes, clearance and engineering conditions including minimum construction distances. The developer is also to engage with Asset Protection and enter into an Asset Protection Agreement (APA). All designs and construction methods are to be reviewed and approved. Any conditions in the clearance certificates should be covered when the Designated Project Engineer reviews the designs and consults with the relevant teams as part of the Document Review Notice (DRN) process.</p>
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**9. Local Authorities**

Names & Email Addresses:

Director of Planning and Economic Development  
 Greater Cambridge Shared Planning  
 South Cambridgeshire DC & Cambridge City Council  
 The Guildhall  
 CAMBRIDGE  
 CB2 3QJ

Strategic Sites Manager  
 Greater Cambridge Shared Planning  
 South Cambridgeshire DC & Cambridge City Council  
 The Guildhall  
 CAMBRIDGE  
 CB2 3QJ

Interim Director, Assets & Property  
 Leader; Place Group Partnership  
 Cambridge City Council

<p>Local Transport Authorities:</p>	<p>Acting Service Director; Highways &amp; Transport                  Cambridgeshire County Council                  New Shire Hall                  Emery Crescent                  Alconbury Weald                  Huntingdon                  Cambs                  PE28 4YE</p> <p>Interim Assistant Director                  Transport Strategy and Network Management                  Cambridgeshire County Council</p>
<p>Other Relevant Local Authorities:</p>	

**10. Internal approval to consult**

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

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<p>Summary of position as regards external consultations</p>	<p>Summary of position regarding responses:</p> <p>All consultees, except three, have formally responded. Of the responding consultees, apart from East West Rail Company (EWR Co), Freightliner and British Transport Police all have done so with “no objections/comments/issues” suggesting an overall industry wide support for the project. The Department for Transport sought confirmation that EWR Co had been consulted. Greater Anglia (Transport UK East Anglia Ltd) have confirmed no objection provided it does not change any matters dealt with via Station Change.</p> <p>In subsequent consultation, EWR Co have confirmed no objection to the LC17 disposal, on the basis that NR and the developer are committed to working with EWR Co to ensure that any requirement for future provision at Cambridge North Station of a safe secondary means of escape is protected. There is in principle agreement on the approach to be taken which will involve NR reserving rights over an area of land on the eastern boundary to protect EWR’s requirement for the SME provision. As the proposed SME is at an early design stage engagement between the parties is ongoing to agree the area over which the rights are to be reserved.</p> <p>NR also agreed after further consultation with Freightliner that the junction providing access to the freight sites will be removed from the sale area and retained by NR to ensure the access to the freight sites is protected. Rights over the accessway will be granted in alternative. This subsequent consultation has also resulted in a “No objection” response.</p> <p>The British Transport Police (BTP) made several comments regarding the British Parking Association Park Mark, suicide prevention measures and a recommendation that the Fire and Rescue service be consulted regarding storage of lithium e bikes. BTP will be further consulted as part of the NR design approvals process.</p> <p>No responses were received from NR Media, Hutchison Ports and Cambridge County Council (Highways) despite numerous attempts to seek comments. Both NR Media Relations and Hutchison Ports are not considered key consultees to this consultation and the absence of response is not considered detrimental. The absence of a response from Cambridge County Council (Highways) is also not considered to be detrimental in this instance especially as the proposed scheme obtained planning consent on appeal in April 2024 and the County Council were fully consulted throughout.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>No formal objections were received. Regarding those parties making comments these have now all been satisfactorily resolved through correspondence and further discussion. Due to the nature of the three parties offering no formal response NR does not consider the omission of a reply to adversely impact the formal ORR submission now being progressed to conclusion.</p>

12. 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: Development Manager
Signed.....	Date.....21.5.24.....
Authorised by (name):	Authoriser's job title: Principal Development Manager
Signed.....	Date 26.05.24
Authorised by (name):	Authoriser's job title: Group Development Director
Signed.....	Date.....28/05/2024.....