

Les Waters
Head of Licensing
Email: [REDACTED]



Company Secretary
Network Rail Infrastructure Limited
Waterloo General Office
London
SE1 8SW

10 December 2024

Network licence Condition 17 (Land disposal): Cambridge North station, Cambridgeshire

Decision

1. On 30 October 2024, Network Rail gave notice of its intention to dispose of land at Cambridge North 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).
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 information and no objections were left unresolved.
4. In considering the proposed disposal, we note that:
 - there is no evidence that railway operations would be affected adversely; and
 - no other reasonably foreseeable railway use for the land was identified.
5. We note that Network Rail will retain sufficient rights within the area proposed for disposal to ensure that a safe means of escape is protected for East West Railway Company Limited.
6. Network Rail has yet to complete the station change procedure, which will deal with matters related to changes to the layout and availability of station facilities, but it must do so prior to disposal of the land.
7. 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.

8. We have had regard to our decision criteria in *Land disposal by Network Rail: The regulatory arrangements, October 2019*,¹ 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 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.

10/12/2024

X 

Les Waters

Head of Licensing

Signed by: S-1-12-1-966673442-1316586399-15867803-3367161311/6cf3732f-04be-44fd-8530-4edcf25f8629

Duly authorised by the Office of Rail and Road

¹ Available from https://orr.gov.uk/data/assets/pdf_file/0007/1996/land-disposal-regulatory-arrangements.pdf.

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 26th 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>Cambridge North Station Land comprising:</p> <ol style="list-style-type: none"> 1. Existing surface level railway station car park. 2. Pedestrian/Cycle walkways. 3. Open verge space and part guided bus highway. 4. Area of previous retained operational land within 2016 LC17 “as swap” for additional land now required to accommodate NR compound. <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 3rd 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>		

<p>Attached plans and photographs:</p> <p>(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>
4. Proposal	
<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"> 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. 2. A new Network Rail maintenance yard facility and track access point to be provided on retained Network Rail land.

Anticipated rail benefits	<ol style="list-style-type: none"> 1. New maintenance compound with track access. 2. Surrounding commercial and residential development and facilities to compliment the new DfT funded station. 3. Development of individual plots for commercial and housing will bring thousands of new passengers' trips annually. 4. Wider infrastructure investment through S106 Agreement.
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 23rd January 2023. The Public Inquiry was formally closed on 19th October 2023. Planning permission was granted by the Secretary of State on 23rd 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. https://www.networkrail.co.uk/running-the-railway/long-termplanning/ 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 th 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>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.</p> <p>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.</p>

7. Planning History and Land Contamination

Planning permissions /
Local Plan allocation
(if applicable)

Planning permission for a hybrid planning application for the master plan, validated on 15th June 2022 (22/02771/OUT) and subsequently appealed for non determination (APP/W0530/W/23/3315611) was granted by the Secretary of State on 25th April 2024.

[Land North of Cambridge North Station Public Inquiry - South Cambs District Council \(scambs.gov.uk\)](https://scambs.gov.uk)

The details are as follows:

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

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.

The relevant development plan in this case comprises the following:

- **Adopted SCDC Local Plan (2018) and Proposals Map (2018)**

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).

- **Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)**

- **Emerging North East Cambridge Area Action Plan (NEC AAP)**

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.

<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 & 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&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 & P: a) Standard minimum electrical clearances shall be maintained to all OLE equipment. b) Access shall be maintained to all operational E&P</p> <p>On behalf of Assistant Project Manager, Cambridge: a) Whole Scheme needs to be assessed for signal sighting and glint & glare issues. Any Glint & 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 & 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&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&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:	<p>Director of Planning and Economic Development Greater Cambridge Shared Planning South Cambridgeshire DC & Cambridge City Council The Guildhall CAMBRIDGE CB2 3QJ</p> <p>Strategic Sites Manager Greater Cambridge Shared Planning South Cambridgeshire DC & Cambridge City Council The Guildhall CAMBRIDGE CB2 3QJ</p> <p>Interim Director, Assets & Property Leader; Place Group Partnership Cambridge City Council</p>
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Local Transport Authorities:	<p>Acting Service Director; Highways & 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>
Other Relevant Local Authorities:	
10. Internal approval to consult	
Recommendation:	<p>By proceeding to consult I am:</p> <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.

11. External Consultation

<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.....

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

Summary of position regarding responses:

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.

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.

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.

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.

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.

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	26/07/24 12/11/24	Response 26/07/24 (appended)	
2	Arriva Trains Cross Country		Y	14/06/2024	No Comment	
3	c2c Rail Limited		Y	31/05/24	No Comment	
4	Chiltern Railway Company Limited		Y	29/05/24	No Comment	
5	Eurostar International Limited		Y	28/05/24	No Comment	
6	Great Western Railway		Y	06/06/24	No Objection	
7	Grand Central Railway Company Limited		Y	23/07/24	No Comment	
8	Greater Anglia (Abellio)		Y	19/06/2024	No Objection	

9	London & South Eastern Railway Limited (Southeastern)		Y	31/05/24	No Comment	
10	Merseyrail Electrics 2002 Limited		Y	13/06/2024	No Comment	
11	MTR Crossrail		Y	28/05/24	No Objection	
12	Northern Rail Limited		Y	18/06/2024	No Comment	
13	Avanti Trains First Trenitalia West Coast Trains Limited (Avanti) and West Cost Partnership Development		Y	11/07/2024	No Objection	
14	Transport UK		Y	22/07/2024	Deferred Response: No Objection	
15	COLAS Rail Limited		Y	11/07/2024	No Comment	
16	Nuclear Transport Solutions		Y	29/05/24	No Comment	
17	DB Cargo UK Ltd.		Y	24/07/2024	No Comment	
18	Logistics UK		Y	23/07/2024	No Comment	

19	Freightliner Limited		Y	12/08/2024	No Objection Comments raised (Appended)	
20	GB Railfreight Limited		Y	29/05/24	No Objection	
21	Rail Freight Group		Y	28/05/24	No Objection	
22	West Coast Railway Company		Y	13/06/2024	No Comment	
23	W. H. Malcolm		Y	29/05/24	No Comment	
24	Association of Community Rail Partnerships		Y	29/05/24	No Objection	
25	British Transport Police		Y		Comments raised (Appended)	
26	East West Railway Company		Y		Comments raised (Appended)	

27	East West Rail Consortium				Not the relevant contact – covers the NW. Comments received from EWR Co. via Adams Henry (Matthew Barron) instructed to act on their behalf.	Chaser sent 11/07/2024 17/07/2024
28	Hutchinson Ports UK					Chaser sent 13/06/2024 11/07/2024 17/07/2024 23/07/2024
29	Transport Focus (formerly Passenger Focus)		Y	07/06/2024	Happy to accept	
30	Network Rail Media Relations		N			Chaser sent 04/01/2024 10/01/2024 12/01/2024
31	Cambridge City Council		Y	24/06/24	No objection	

32	Local Transport Authorities		N			Chaser Sent: 28/08/2024 15/08/2024 12/08/2024 31/07/2024
33	East Midlands Trains Limited		Y	17/06/2024	No Objection	
34	Govia Thameslink Railway		Y	10/06/2024	No Comment	

Consultation Summary

Copies of responses are given in the annexes to this report, as indicated above.

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

1. Department for Transport

From:

Sent: Tuesday, November 12, 2024 12:58 PM

To:

Cc:

Subject: RE: Consultation on proposed land disposal at Cambridge North - DfT

Hi

Thanks for getting in touch. DfT have no comments/objections – this will be a matter for East-West Rail Co to review and provide comment. Thanks.

| Policy Advisor, Department for Transport
2nd floor |

From:

Sent: 06 November 2024 11:00

To:

Cc:

Subject: RE: Consultation on proposed land disposal at Cambridge North - DfT

Hi

The ORR are requesting explicit confirm of no comment/objection to the land disposal as part of the review process. Please email/call if you have any questions.

Many thanks,



Graduate Surveyor
Group Property - Development
Waterloo General Offices

From:

Sent: Friday, July 26, 2024 3:59 PM

To:

Cc:

Subject: RE: Consultation on proposed land disposal at Cambridge North - DfT

Hi

I can confirm that East West Rail Company have been informed and we are currently awaiting a response.

Many thanks,



Graduate Surveyor
Group Property - Development
Waterloo General Offices (Floor 3, Suite 3)

From:**Sent:** Friday, July 26, 2024 8:37 AM**To:****Subject:** Consultation on proposed land disposal at Cambridge North - DfT

Hi

I understand NR are consulting on land disposal at Cambridge North to create a mobility hub, and DfT have received the consultation docs. Could I check whether you also commissioned the consultation to East-West Rail Company – and if so, did they have any objections? Thanks.



Department for Transport

Policy Advisor,

2nd floor, Great
Minster House 33
Horseferry Road,
London, SW1P
4DR

[Follow us on
twitter
@transportgovuk](#)

2. Arriva Trains Cross Country

From:

Sent: Friday, June 14, 2024 9:59 AM

To:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

XC Trains Ltd has no comment on this proposed disposal.

Regards

Stations Contract Manager, CrossCountry

Mobile

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



3. c2c Rail Limited

From:

Sent: Friday, May 31, 2024 8:58 AM

To:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

No comments.

Regards

Facilities ManagerThe logo for c2c, consisting of the letters 'c2c' in a stylized, rounded font.The logo for Trenitalia UK, featuring a stylized 'T' and 'F' followed by the text 'TRENITALIA UK' and 'FERROVIE DELLO STATO ITALIANE GROUP' below it.**Trenitalia c2c Limited**

7th Floor Centennium House,

100 Lower Thames Street,

London EC3R 6DL

M

W: www.c2c-online.co.uk

4. Chiltern Railway Company Limited

From:

Sent: Wednesday, May 29, 2024 10:47 AM

To:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

Hope you are well.

There are no comments from Chiltern Railways.

Kind regards

Contract Delivery Lead

Chiltern Railways

Great Central House, Marylebone Station, Melcombe Place, London, NW1 6JJ

Chilternrailways

Please consider the environment before printing this email

5. Eurostar International Limited

From:

Sent: Tuesday, May 28, 2024 5:21 PM

To:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

No comment from Eurostar

Thanks

PA to Chairman, Strategy Director & Director of People



6. Great Western Railway

From:

Sent: Thursday, June 6, 2024 4:18 PM

To:

Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

We have no objection thank you XXXX,

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.

7. Grand Central Railway

From:

Sent: Tuesday, July 23, 2024 9:23 PM

To:

Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Apologies for the delay

GC has no comment on this proposal.

Regards,

Chief Operating Officer

Grand Central Rail

8. Greater Anglia (Abellio)

From:

Sent: Wednesday, June 19, 2024 10:48 AM

To:

Cc:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Thank you for your response. GA have no objection to the proposal on the basis that it does not change any matters dealt with via the station change.

Regards

From:

Sent: Tuesday, June 18, 2024 8:17 PM

To:

Cc:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

This point was previously raised and addressed in the AEA response to the Station Change.

There are no changes proposed to the way that AEA currently operate its Rail Replacement at Cambridge North which will continue in exactly the same way as it does now.

AEA do not use the existing car park in connection with the provision of Rail Replacement.

I attach a plan which shows the proposed transport movements associated with the implementation of the Masterplan.

Many thanks,



Graduate Surveyor

Group Property - Development

Waterloo General Offices (Floor 3, Suite 3)

From:

Sent: Friday, June 14, 2024 6:26 PM

To:

Cc:

Subject: FW: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

Thank you for the email below forwarded to me by XXXXXX.

I can confirm that Greater Anglia (GA) does approve the LC17 approval in principle. However, I have been asked by my Rail Replacement colleagues to clarify the following: -

1. Our Rail Replacement Team seeks clarification around what we call the ‘**access road**’, the road that leads off Cowley Road onto Milton Avenue that leads to the public bus stops will remain accessible for us to use in perpetuity . NR have stated that they retain access rights over the road but not the upkeep, is this a time bound agreement?

Text below taken from page 1 Property Disposal document attached, paragraph 4

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.

2. Is it intended that Milton Avenue will be retained for large vehicle movements or is it as suggested above Milton Avenue will only be suitable for Pedestrians and Cyclists?

If access from Cowley Road into Milton Avenue and then onto the area where the public bus stops are is denied to the rail replacement operation, then Cambridge North no longer becomes a viable transfer point. Given that Cambridge North forms a big part of the operational management plan for the successful rail replacement operation from Cambridge Main (especially when there is a multi-TOC operation from there) GA needs to be certain that our operating route into Cambridge North is not compromised.

Scheduled local bus services DO NOT need to operate the same route as we do as they can access the public bus stop area via the guided busway, they have the correct and adapted vehicles to be able to do this, the vehicles that we use do not.

As ever our Rail Replacement Team are more than willing to engage in the process to ensure GA has a voice in the arena, and to layout precisely the requirements that GA need to retain a viable rail replacement operation from this location.

Given that Cambridge North is crucial in ensuring the Cambridge Plan works and given that currently there is no means of operating a rail replacement service from Cambridge South, Cambridge North remains our focus in operating our rail replacement services from when the engineering plan allows us to do so.

Please Note: I am now on annual leave from Monday 17 June returning on Tuesday 02 July 2024, during this period please ensure any responses to the above questions are sent to XXXXX and XXXXXX in my absence, but please continue to cc: me in.

Thank you.

Kind Regards

Contract Manager

Greater Anglia

11th Floor, One Stratford Place

Montfitchet Road

London E20 1EJ

www.greateranglia.co.uk



9. London & South Eastern Railway Limited (Southeastern)

From:

Sent: Friday, May 31, 2024 3:55 PM

To:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

No comments on the proposed land disposal.

Thank you.

Major Contracts Commercial Manager

Southeastern

[Southeasternrailway.co.uk](https://southeasternrailway.co.uk)

[4 More London Riverside](#)

[London](#)

[SE1 2AU](#)

10. Merseyrail Electrics 2002 Limited

From:

Sent: Thursday, June 13, 2024 3:21 PM

To:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi, we have no objections

Thanks a lot

Legal & Compliance Manager / Data Protection Manager



11.MTR Crossrail

From:

Sent: Tuesday, May 28, 2024 6:11 PM

To:

Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

MTR Elizabeth line has no objections.

Thanks

12.Northern Rail Limited

From:

Sent: Tuesday, June 18, 2024 3:30 PM

To:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

Thank you for your email. We have no issues or comments to raise on this application because it is outside of our network.

Kind regards

Franchise Compliance Manager

George Stephenson House, Toft Green
York

YO1 6JT

13. First Trenitalia West Coast Trains Limited (Avanti) and West Coast Partnership Development

From:
Sent: Thursday, July 11, 2024 3:37 PM
To:
Cc:
Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Good afternoon,

I am happy to confirm that Avanti West Coast have no objections to this land disposal for Cambridge North Station Land as it is off route on the Fen Line which runs from Cambridge to King's Lynn.

This response represents the views of both First Trenitalia West Coast Rail Limited and West Coast Partnership Development.

Many thanks



Network Planner & Track Access
Victoria Square House, Victoria Square, Birmingham, B2 4DN

14. Transport UK

From:**Sent:** Monday, July 22, 2024 8:47 AM**To:****Cc:****Subject:** FW: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Good morning

I am deferring my response to and at Greater Anglia who know this area better than I do from the Asset Management and Commercial aspects of this sale.

would you have any objections to the sale of the land by Network Rail at Cambridge North Station?
See attached the information and pictures outlining the proposal.

Best regards

Head of Operations & Customers

Transport UK Group



www.transport-uk.com



1st Floor, 58 Robertson Street, Glasgow, G2 8DU



15.COLAS Rail Limited

From:
Sent: Thursday, July 11, 2024 3:59 PM
To:
Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

OFFICIAL

– no comments.

KR,



XXXX XXXX MIWFM AssocRICS

Head of Property



COLAS RAIL LTD
3rd Floor, 25 Victoria Street, London, SW1H 0EX United Kingdom
www.colasrail.co.uk

16.Nuclear Transport Solutions

From:

Sent: Wednesday, May 29, 2024 9:11 AM

To:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Good Morning,

NTS have no comments.

Kind regards,

Procurement Manager

Property & Infrastructure

Nuclear Transport Solutions



17.DB Cargo UK Ltd.

From:
Sent: Thursday, June 27, 2024 1:39 PM
To:
Cc:
Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

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

[Rail Network Advisor](#)

[Legal & Regulatory Affairs](#)

DB Cargo (UK) Limited
Hither Green Depot
Manor Lane
London SE12 0UA

(w): www.uk.dbcargo.com



18. Logistics UK

From:
Sent: Tuesday, July 23, 2024 3:55 PM
To:
Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

Logistics UK has no comment on the proposed land disposal.

Kind Regards,

Senior Policy Advisor
Logistics UK

Mobile:
www.logistics.org.uk

LOGISTICS UK

19. Freightliner Limited

From:
Sent: Monday, August 12, 2024 8:51 AM
To:
Cc:
Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

OFFICIAL

Hi

Yes thank you. Removing the access from the disposal does deal with my concerns and we have no objection on this basis.

– just FYI.

Kind regards

Group Property Manager

Freightliner Group Limited

Web: www.gwrr.co.uk

Freightliner® is a registered trademark

From:

Sent: Thursday, August 1, 2024 9:04 AM

To:

Cc:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

We have considered the comments raised in your consultee response and I can confirm that we will make a minor amendment to the disposal plan to remove this area from the disposal area. I have attached the amended plan. Please confirm that this addresses your concern over access.

Best regards



Development Manager, NR Property (Development)

A: Waterloo General Offices, London SE1 8SW

W: www.networkrail.co.uk/property/development

From:**Sent:** Friday, July 26, 2024 2:31 PM**To:****Subject:** Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Might need you to be a more more specific. It might not be physically impacted but under what deed will you be maintaining access rights over the part of the road you are disposing of?

Can we see it? That access is key to our operation.

KR

From:**Sent:** Thursday, July 18, 2024 6:43 PM**To:****Subject:** RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

All rights to the Freight sites are being maintained and the access will not be impacted.

Best regards



Development Manager, NR Property (Development)

A: Waterloo General Offices, London SE1 8SW

W: www.networkrail.co.uk/property/development

From:
Sent: 17 July 2024 16:45
To:
Cc:
Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

OFFICIAL

Hello

The proposed disposal area appears to include the junction to the Cowley Road which provides access to the freight sites which are leased to ourselves, DB Cargo, Tarmac and Mick George (now Heidelberg). We have rights of access pursuant to the leases and a deed of easement between CCC and NR.

Please can you confirm for the avoidance of doubt that there is no physical impact on those accesses and explain how NR are retaining the necessary rights that it has granted to Freightliner.

Kind regards

Group Property Manager
Freightliner Group Limited

20.GB Railfreight Limited

From:
Sent: Wednesday, May 29, 2024 7:30 AM
To:
Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

No issues from GBRf.

Regards,

GB Railfreight

3rd Floor, 55 Old Broad Street | London | EC2M 1RX

21. Rail Freight Group

From:
Sent: Tuesday, May 28, 2024 8:08 PM
To:
Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Ok with RFG

Director General

Rail Freight Group

22. West Coast Railway Company

From:

Sent: Thursday, June 13, 2024 3:04 PM

To:

Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

no comments

WCR

E XXXXXX

23. W. H. Malcolm

From:

Sent: Wednesday, May 29, 2024 7:16 AM

To:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

No comments.

Regards

Business & Estate Manager | W H Malcolm Ltd

Malcolm Group, Block 20, Edinburgh Road, Newhouse Industrial Estate, Newhouse, Lanarkshire
ML1 5RY

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

24. Association of Community Rail Partnerships

From:

Sent: Wednesday, May 29, 2024 9:23 AM

To:

Cc:

Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Dear

We have no objections to this land transfer from a community rail view point.

Kind regards

Regions Support Manager



25. British Transport Police

From:
Sent: Wednesday, June 26, 2024 11:20 AM
To:
Cc:
Subject: Planning Response 22/02771/OUT Cambridge North Mobility Hub

Dear

Please find response to disposal following review of the Design and Access Statement for the proposed mobility hub application 22/02271/OUT. If this development was located in my area, I would have responded as below.

Reference
22/02771/OUT
26th June 2024.

Dear Sir/Madam,

Thank you for the opportunity to comment on the outline application for the residential development at the above location. I can only make comment on the security of the proposed development.

To reduce crime and the opportunity of crime I apply principles of Crime Prevention through Environmental Design (CPTED). The CPTED concept relies on a premise that the way space is designed can influence the behaviour of people using it and how the built environment can send out signals which people either consciously or sub[1]consciously recognize and respond to.

Crime should not be a standalone issue which is why guidance on crime has been embedded throughout the guidance on design rather than being set out in isolation. Supporting recommendations contained within the Home Office publication the national Policy Framework (republished February 2019) which underpins guidance to ensure crime and disorder, or the fear of crime does not undermine quality of life of community cohesion and resilience.

Specifically, section 8, Promoting healthy and safe communities and Section 12, Achieving well designed spaces.

I have reviewed the Design and Access Statement for the mobility Hub, the statement does not specifically highlight crime prevention considerations. I would request that this development would adopt the British Parking Association Park Mark scheme criteria. This consideration would assist to ensure low crime levels for this future development.

I am recommending that suicide prevention considerations are adopted within the proposed development. I have noted that the height of the walling surrounding the car parking on the 6th floor is 1.5 metres, I strongly recommend that the minimum height for the walling be 2.3m on this floor, with further review for the upper levels.

I presume the responsible person(s), Fire and Rescue Service and building control have been consulted to ensure that the necessary suppression measures for the charging and storage of lithium-ion e bikes etc have been considered and specified.

I would welcome engagement with the architect for this development. If I can be of further assistance on this application, please do not hesitate to contact me.

Proqual Level 5 Diploma in Crime Prevention.

Designing Out Crime Officer

British Transport Police

26. East West Railway

From:
Sent: Tuesday, September 10, 2024 12:16 PM
To:
Cc:
Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

Yes, I can confirm that EWR Co have no objection to the LC17 disposal, on the basis NR and Brookgate are committed to working together with EWR Co to ensure that any requirement for future provision of a safe means of escape for EWR is protected.

Best regards,

Principal Planner



From:
Sent: Tuesday, August 27, 2024 12:20 PM
To:
Cc:
Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi XXXXX,

Thank you for the response.

I have discussed this with EWR Co and, in principle, EWR Co supports NR's proposal to reserve rights over land likely to be required for the EWR SME provision. As the proposed SME is at an early design stage, EWR Co will need to engage with NR and Brookgate Land Ltd further to agree the area of land to be reserved. Could we please therefore arrange a meeting in the next week or two to take this forward?

With regard to how the rights will be reserved, EWR Co suggests that once the agreement with NR and Brookgate is under negotiation, the EWR legal and property team are consulted to ensure the wording is suitable and clear so that the rights transferred to NR can be assigned to EWR in a straight forward way, to avoid any issues relating to air rights etc.

Best regards,

Principal Planner



From:

Date: Thursday, 1 August 2024 at 15:41

To:

Cc:

Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

OFFICIAL

Hi

Thank you for your response dated 30th July 2024

As mentioned in your response, the options for the SME staircase were discussed with NR and the developer, Brookgate Land Ltd on 16.07.2024 and we have since received a sketch of EWR's preferred design proposal.

Following further consideration, we are proposing to reserve rights over this land as shown on the marked up sketch attached in relation to the future potential location of the EWR preferred SME arrangement.

Brookgate would continue to look after the estate and the development design implemented as consented.

If the SME is implemented in the future this would be part of the EWR project cognisant of design to be considerate of the high quality of the estate buildings. Brookgate Land Ltd to be consulted and have some (acting reasonably) approval rights.

Please confirm that this proposed solution appropriately addresses the SME provision for EWR.

Best regards



Development Manager, NR Property (Development)

A: Waterloo General Offices, London SE1 8SW

W: www.networkrail.co.uk/property/development

From:

Sent: Tuesday, July 30, 2024 12:22 PM

To:

Cc:

Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

OFFICIAL

Dear

Thanks for consulting EWR Co on this and apologies for the delay in responding. XXX has passed your email on to me and I am responding on behalf of EWR Co.

As set out in the property disposal form, the land proposed for disposal has planning permission for the development of two laboratory buildings and a mobility hub (application ref. 22/02771/OUT – allowed on appeal on 25.04.2024). We note that some of this land is likely to be required for a safe means of escape staircase as part of the EWR project, and therefore a small area of the site has a potential foreseeable railway use.

We discussed options for the SME staircase in a meeting with the developers, Brookgate Land Ltd on 16.07.2024 and subsequent to that meeting we provided them with the attached sketch of our proposals. From an EWR perspective, this option keeps the stairs separate from the mobility hub building. It would require Brookgate to re-design the location where the stair and lift lands but, given this appears to be adjacent to the car park entrance/exit, this may have the least impact of all the options.

We are waiting to hear back from Brookgate regarding their thoughts on the attached proposals, and we will continue working with them to agree a solution which makes appropriate provision for EWR.

Please feel free to get back to us if you need anything further on this.

Best regards,

Principal Planner



27. East West Rail Consortium

NO RESPONSE

Not the relevant contact – covers the NW. Comments received from EWR Co. via Adams Henry (XXXX XXXXXX) instructed to act on their behalf.

28.Hutchinson Ports UK

NO RESPONSE

29.Transport Focus (formerly Passenger Focus)

From:

Sent: Friday, June 7, 2024 12:34 PM

To:

Subject: Re: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

Thanks, happy to accept.

Best regards

30.Network Rail Media Relations

NO RESPONSE

31. Cambridge City Council

From:

Sent: Monday, June 24, 2024 12:14 PM

To:

Cc:

Subject: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Dear

Thank you for your consultation on Network Rail proposed land disposal at Cambridge North.

We understand that this relates to the land subject to the planning application allowed on appeal by Brookgate (reference 22/02771/OUT). The Brookgate scheme requires the current surface level car park to be moved into a mobility hub to free up the land for development. The numbers indicated are consistent with those in the Brookgate application. Cambridgeshire County Council (highway authority) will need to be consulted in terms of whether this will affect the guided bus route adoption / access and 'Chesterton Way' works which are secured through the Brookgate permission Section 106 Agreement (Schedules 6 & 9) and any proposed public transport routes or areas to be adopted by them.

We do not believe that the proposed disposal site has any foreseeable railway, or other public transport, use which may lead us to consider that it is inappropriate to dispose of that site, subject to any comments that may be provided by the highway authority.

Kind regards

MA MRTPI | Principal Planner (Strategic Sites Team)



32. Local Transport Authorities

NO RESPONSE

33. East Midlands Trains Limited

From:
Sent: Monday, June 17, 2024 2:00 PM
To:
Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

I can confirm that Transport UK East Midlands Ltd (East Midlands Railway) have no objections to your proposal for land disposal at Cambridge.

Many thanks.

Regulatory Contracts and Access Manager

34. Govia Thameslink Railway

From:
Sent: Monday, June 10, 2024 9:15 PM
To:
Cc:
Subject: RE: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Hi

Thanks for sharing this with us, we have no comments to offer.

Please accept this email as GTR's formal response.

I hope this helps.

Regards,

Access Contracts Assistant Manager (Stations)

Annex 2

From:
Sent: Tuesday, May 28, 2024 5:16 PM
To:
Cc:
Subject: Consultation on proposed land disposal: CAMBRIDGE NORTH STATION LAND

Dear Consultee

We are currently seeking views of relevant parties on our proposed land disposal at **Cambridge North** by way of **Freehold or Long Leasehold Sale For Development**.

We attach a draft application form which together with the related plan(s), explains the proposed land disposal in detail. Following this consultation and having considered any comments that are received, a decision will be made whether to submit a formal application to ORR for consent to dispose under the terms of our network licence.

It is therefore important that we have your views as to whether you believe that the proposed disposal site has any foreseeable railway, or other public transport, use which may lead us to consider that it is inappropriate to dispose of that site. Please be aware that any comments relating to Station Change, Network Change or Planning processes will be dealt with separately as part of their respective consultations.

Any application made will be based on this draft Property Disposal form and updated in light of consultation responses. It is therefore important that we have your views on the proposed disposal. Please could any comments be provided to me via email by **26th June 2024**.

If a formal application to ORR is made we will, in accordance with ORR's regulatory arrangements for land disposal, send you notification of our application in due course.

If you have any queries regarding our proposal do not hesitate to contact me. If future consultations of the nature should be directed elsewhere within your organisation please advise us of the appropriate contacts details so that we may amend our records.

Yours sincerely



Graduate Surveyor
Group Property - Development
Waterloo General Offices (Floor 3, Suite 3)
London SE1 8SW