

Cambridge South Station

To: Highways and Transport

Meeting Date: 7 September 2021

From: Steve Cox – Executive Director, Place and Economy

Electoral division(s): Trumpington

Key decision: Yes

Forward Plan ref: 2021/032

Outcome: Consider Network Rail's Transport and Works Act Order (TWAO) submission for the construction, maintenance, and operation of a new station in South Cambridgeshire and associated improvements to the West Anglia Main Line. Consider the County Council's initial response to this submission.

Recommendation: The Committee is asked to:

- a) Delegate to the Executive Director for Place & Economy in consultation with the Chair and Vice-Chair of Highways & Transport Committee approval of the submission of formal documents related to the Cambridge South Station and the related Inquiry.
- b) Review and approve the proposed comments as detailed in Appendix A of this report. Noting that these are not part of a formal consultation process but comments on the TWAO submitted by Network Rail for Cambridge South Station.

Officer contact:

Name: Jack Eagle

Post: Principal Transport & Infrastructure Officer

Email: jack.eagle@cambridgeshire.gov.uk

Tel: 01223 703269

Member contacts:

Names: Cllr Peter McDonald & Cllr Gerri Bird

Post: Chair & Vice-Chair for Highways and Transport Committee

Email: peter.mcdonald@cambridgeshire.gov.uk & gerri.bird@cambridgeshire.gov.uk

Tel: 01223 706398

1. Background

- 1.1 Construction of Cambridge South Station has been a long-term aspiration of the region for several years. Local organisations and partners worked collaboratively to fund the early stages of the development work. This developed the evidence based highlighting the benefits of improving rail connectivity to southern fringe of Cambridge and the Biomedical Campus. The organisations involved include the County Council, Cambridgeshire and Peterborough Combined Authority, the Greater Cambridge Partnership, AstraZeneca Ltd, the Department for Transport, and Greater Cambridgeshire Planning.
- 1.2 The new station would connect the Cambridgeshire Biomedical Campus to the rail network offering a range of services and destinations. The Cambridge Biomedical Campus is an internationally significant health and life science cluster that is expected to accommodate 27,000 jobs by 2031. It is expected that by 2031 there will be 4,000 new homes developed across the Cambridge Southern Fringe.
- 1.3 Network Rail held two rounds of public consultation in 2020, A TWAO application and request for deemed planning permission to build a new station was submitted to the Secretary of State for Transport on the 18 June 2021. The TWAO would allow the acquisition of the necessary land required to build and operate the new station.
- 1.4 Network Rail's plans would involve the construction and operation of a new, two storey, four platform station on the West Anglia Main line next to the Cambridge Biomedical Campus, it would include:
 - A ticket office
 - Ticket vending machines
 - Lifts providing step free access to all platforms
 - Accessible toilets, baby change facilities, waiting area and space for retail/catering
 - Access for pedestrians and cyclists from both sides of the railway with capacity for 1,000 cycle parking space
 - Modification to roads and crossings to facilitate access to the station

Network Rail are also planning to change rail infrastructure in the following way:

- Remodelling of the existing track layout
- Installing two additional track loops to accommodate a four-platform station
- Enhancements to Shepreth branch junction
- Modification to the railway on the southern approach to Cambridge station
- Provision for overhead line electrification infrastructure and a substation
- Modification of existing signalling equipment
- Closure of two private level crossing and provision of alternative access

1.5 Timetable

- The period of objection for Cambridge South closed on Monday 2 August 2021
- A provisional date for public inquiry has been set for 22 November 2021
- If Network Rail gained the necessary consents work could start on the station in 2022.
- If work started in 2022, the funder target for station opening is 2025.

- Department for Transport have issued a Funding Statement Letter stating that there is £183.6m available to deliver the new station and the associated infrastructure changes.

Some of the information above was taken from: [Network Rail - Cambridge South Station](#)

2. Main Issues

- 2.1 Cambridgeshire County Council has been a long-term supporter of Cambridge South Station. Cambridge South station was supported in the Cambridgeshire Local Transport Plan 3 (March 2011) [Local Transport Plan](#) note: The CPCA now has the strategic transport powers and is the Local Transport Authority for the Cambridgeshire and Peterborough area. The Mayor sets the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan.

Cambridge City and South Cambs Transport Strategy (March 2014) [Cambridge City and South Cambs Transport Strategy](#) also supports a station to serve the Cambridge Biomedical Campus.

Cambridgeshire Long Term Transport Strategy (July 2015) [Long Term Transport Strategy](#) also supports a station to serve the Cambridge Biomedical Campus.

- 2.2 Although Cambridgeshire County Council is supportive of Cambridge South Station and this is backed by policy detailed in section 2.1. It submitted a holding objection to the Secretary of State as part of the TWAO process Appendix B. The reason for this was to ensure that it gained the correct protective provisions required for the Guided Busway and the Greater Cambridgeshire Partnerships Cambridge South East Transport Scheme. The proposed station works will impact on the Guided Busway and there is a need to ensure that Cambridgeshire County Council interests are correctly protected. This process has started with Network Rail and when concluded the holding objection will be removed by the County Council.

South Cambridgeshire District Council responded to the TWAO a report was taken to their Cabinet 30 July 2021 [South Cambridgeshire District Council Cabinet 30 July 2021](#)

- 2.3 Appendix A of this report provides the detailed response to Network Rail's TWAO submission for Cambridge South Station. The County Council will continue to work closely with Network Rail to ensure the benefits of Cambridge South Station are realised and disruption during construction is limited. The comments made in Appendix A will be sent to Network Rail after approval and will be used to inform the further development of Cambridge South Station. They are not being submitted as part of a formal consultation process but in response to the TWAO submission.

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do
The following bullet points set out details of implications identified by officers:

- The development of a new railway station would be an asset to the local community giving the option of sustainable transport

3.2 A good quality of life for everyone

The following bullet points set out details of implications identified by officers:

- Good access provided by a train station improves the quality of life for people:
 - Travelling to and from the area
 - Living in the area who may have been impacted negatively by those who used to travel to the area using motorised road-based transport
 - The station would greatly improve access to a major hospital which would improve access to health care

3.3 Helping our children learn, develop and live life to the full

The following bullet points set out details of implications identified by officers:

- A new train station gives the opportunity to improve access to education and cultural facilities
- Encourage train travel will have the benefits of being a lower carbon form of transport which will help to protect the environment for future generations

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The following bullet points set out details of implications identified by officers:

- The construction of a new station fits well with all these objectives.

3.5 Protecting and caring for those who need us

The following bullet points set out details of implications identified by officers:

- Improve access to a major hospital will allow better care
- Improving access to a major biomedical campus should help improve care

4. Significant Implications

4.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:

- Engaging with the TWAO process puts a significant pressure on County Council's resources both in terms of Officer time engaging with Network Rail and sometimes with the requirement to engage specialist consultants
- Some costs can be recharged to Network Rail and this is always the course of action that is taken when possible but in some cases the County Council has a statutory duty to respond and when this is the case it is not always possible to recover costs from Network Rail
- The magnitude of the resource implications is very hard to estimate as it depends on the multiple factors
- The County Council is currently setting up a Project Consents Team which will have a budgeted resource for managing third party consents with a clear aim to recovery as many costs as possible

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

Network Rail will be carrying out the majority of the procurement for this project as they are leading on it but the County Council may have to procure specialist resources when needed to support their engagement with Network Rail. When this is the case procurement rules will be followed and call of contracts will be used when possible and suitable.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category. The County Council is aware of other organisations' comments on the TWAO and these will be considered as TWAO moves forwards.

4.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:

- Network Rail has undertaken a Diversity Impact Assessment (DIA) to inform design and support access for all users and those with protected characteristics, as set out in the Equality Act 2010, and has stated that the design of the proposed station will be further informed by the DIA to ensure that the overall station layout is developed to create an accessible and comfortable environment which meets the needs of stakeholders, the Train Operating Company and sits comfortably within its context.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

The following bullet points set out details of significant implications identified by officers:

- It is proposed that there will be good active travel options to reach the station which has many associated health benefits
- Train travel is a low carbon form of transport that will help contribute to tackling climate change which has health benefit

Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings. negative:

Explanation: There is limited detail provided within the TWAO and no formal commitment to any standards for energy efficiency. This is highlighted in the response in Appendix A.

4.8.2 Implication 2: Low carbon transport. Positive:

Explanation: As a mass transit solution rail is a low carbon form of transport this scheme will encourage train travel.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Negative:

Explanation: More information is provided in Appendix A, Biodiversity Team comments

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

neutral:

Explanation: The TWAO details the proposed approach to waste management, following principles of the waste hierarchy. The impact of the scheme on this implication will depend on how stringently these proposals are implemented. On balance, this is a neutral impact.

4.8.5 Implication 5: Water use, availability, and management:

Neutral:

Explanation: It is expected that the impact in this area will be fairly limited.

4.8.6 Implication 6: Air Pollution.

Positive:

Explanation: Train travel reduces emissions through reducing the number of vehicles on the road, thus improving air quality. Planned national electrification of the railways will further this benefit.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

neutral

Explanation: this proposal does not impact on a County Council service

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes

Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

Network Rail's Cambridge South Transport and Works Act order (TWAO) application documents: [Network Rail's Cambridge South Transport and Works Act order \(TWAO\) application documents](#)

Cambridgeshire Local Transport Plan 3 March 2011 [Cambridgeshire Local Transport Plan 3 March 2011](#)

Cambridge City and South Cambs Transport Strategy (March 2014) [Cambridge City and South Cambs Transport Strategy \(March 2014\)](#)

Cambridgeshire Long Term Transport Strategy (July 2015) [Cambridgeshire Long Term Transport Strategy \(July 2015\)](#)

NR07 Consultation Report

[NR07 Consultation Report](#)

NR15 Design and Access Statement

[NR15 Design and Access Statement](#)

South Cambridgeshire District Council 30 July 2021 Cabinet Meeting: [South Cambridgeshire District Council 30 July 2021 Cabinet Meeting:](#)

Cambridge Biomedical Campus (CBC), CBC 2050 vision [Cambridge Biomedical Campus \(CBC\), CBC 2050 vision](#)

Greater Cambridge Partnership target for reducing motor traffic [Greater Cambridge Partnership target for reducing motor traffic](#)

TAG Unit M4 [TAG Unit M4](#)

5.2 Location

Weblinks to all documents are provided in 5.1

Appendix A: Cambridgeshire County Council's proposed response to the Network Rail's TWAO submission for Cambridge South Station.

Cambridgeshire County Council are strongly supportive of the construction of Cambridge South Station. The County Council welcomes working closely with Network Rail to ensure the benefits of Cambridge South are realised and disruption during construction is minimised. Below are more detailed comments relating to the TWAO submission from various disciplines at the County Council.

The County Council welcomes open dialogue and conversation with Network Rail as the Cambridge South project moves forwards.

Highway Maintenance

No issues to raise regarding the scheme at this point.

Greater Cambridge South East Transport (CSET) Project Team

This is a contribution from the GCP Cambridge South East Transport (CSET) project team to CCC's response to the Transport and Works Act Order (TWAO) application and request for deemed planning permission to build the new Cambridge South station¹ submitted by Network Rail to the Secretary of State for Transport on 18 June 2021.

GCP welcome the recognition within the application documents, including the Consultation Report (Table 7.2), Planning Statement (para 2.8.4) and Design and Access Statement (paras 2.3.27 to 2.3.32) that GCP are planning Phase 2 of CSET within close proximity of the Cambridge South Infrastructure Enhancements (CSIE) scheme. There are interfaces between the CSIE and CSET schemes arising from the CSET proposals to build new public transport and active travel infrastructure within the CSIE scheme boundary and the planned overlapping construction periods for the schemes.

GCP recognise that there has been constructive engagement between the CSIE and CSET project teams to consider the interfaces between the schemes and joint design solutions to address these.

GCP understand that the CSIE scheme must be planned in such a way that it can be delivered as a stand-alone project in the event that the CSET scheme does not proceed and that the TWAO process requires the application to present the CSIE scheme in the form to be delivered as a stand-alone project without CSET. However, we are also mindful of the impression this may give to stakeholders of the schemes being developed independently with insufficient joint working on interface issues.

GCP share the aspirations of Network Rail for the two project teams to continue to work together to ensure that interface issues are addressed collaboratively and to be able to demonstrate a collaborative approach to stakeholders, particularly those with interests in the Cambridge Biomedical Campus (CBC), Hobson's Conduit and Nine Wells Local Nature Reserve.

¹ The Network Rail (Cambridge South Infrastructure Enhancements) Order

We would advocate that this is taken forward by continuing the work initiated to develop a Statement of Common Ground between the CSIE and CSET schemes and seeking, as far as possible, to support each other's proposals.

Key Interface Issues

The key interface issues identified by the CSET project team are:

- Managing overlapping requirements for land in both Orders
- Integration of the CSIE and CSET designs for the station access on Francis Crick Avenue and the Francis Crick Avenue / Guided Busway junction
- Managing construction on and access to Francis Crick Avenue
- Construction compounds and access for both schemes
- Collaboration to minimise the impacts of both schemes on Nine Wells Local Nature Reserve

Francis Crick Avenue

The challenges presented by accommodating the station access, the CSET scheme and the Sawston Greenway scheme within a constrained area at the northern end of Francis Crick Avenue are well recognised.

We support the comments made within the Design and Access Statement (para 2.3.32) that:

- The CSET public transport stops proposed on Francis Crick Avenue just south of the station access will provide good public transport interchange with the station.
- The CSET proposals to provide a widened pedestrian/cycle crossing across the southern arm of Francis Crick Avenue will be beneficial to pedestrians and cyclists using the station, while the diagonal crossing also proposed at this junction will improve pedestrian connection between the AstraZeneca buildings.
- Rail replacement bus stops will possibly need to be relocated to the north of the Francis Crick Avenue / Guided Busway junction.

We believe that as a result of the project interface meetings that have taken place to date there is a good mutual understanding of the needs and requirements of both schemes in this area and a basis for setting out principles for the integration of the CSIE and CSET designs for Francis Crick Avenue in a Statement of Common Ground.

We note that that in Schedule 6 of the draft Order, Network Rail seeks powers to make an alteration to the layout of Francis Crick Avenue described as "Traffic signal modifications for station access and widen existing pedestrian/cycle crossing". We would seek to establish within a Statement of Common Ground that these powers would not be used in a way that creates barriers to the implementation of the CSET scheme.

Nine Wells Area – CSIE Landscaping and Drainage Proposals

We are concerned about the conflict between the CSIE proposals for “indicative landscape and areas for sustainable drainage systems” (deemed planning drawing no. 158454-ARC-ZZ-ZZ-DRG-LEP-000041) and “indicative proposed compensatory planting and drainage layout” (deemed planning drawing no. 158454-ARC-ZZ-ZZ-DRG-LEP-000054) in the area east of the existing railway and south of Addenbrooke’s Road and the proposed CSET alignment in this area.

While we understand that these are the indicative proposals for CSIE as a stand-alone scheme, we wish to seek assurances and establish within a Statement of Common Ground that these proposals are open to modification to accommodate the CSET public transport route. In the event of both schemes proceeding, the provision of compensatory planting on land required for the CSET scheme would be pointless as the likely outcome would be this planting being removed before becoming established.

GCP would oppose any proposal by Network Rail that would require the CSET public transport route to be moved to run closer to Nine Wells Local Nature Reserve. We would advocate that the CSIE and CSET project teams collaborate to develop a drainage layout that avoids this while meeting the drainage requirements of both schemes.

Construction Compounds and Access

We note from the Figures on page 8 of Volume 1 of the Environmental Statement (Non-Technical Summary Report) that the main site compound (CC1) for the CSIE scheme is proposed to be situated in a location that would clash with construction Phase J of the CSET scheme, extending from the Francis Crick Avenue / Dame Mary Archer Way / Addenbrooke’s Road roundabout to CSET Bridge Structure 1 (Hobson’s Brook crossing).

Correspondence between the CSET and CSIE teams following the publication of the application indicates that this compound has been removed and instead will be a set down area that will not interfere with the CSET scheme. However, we seek confirmation that our understanding on this point is correct.

We wish to seek assurances and establish within a Statement of Common Ground that, in the event of both schemes proceeding, there are arrangements identified to accommodate the construction compounds required for both schemes and meet the requirements of both schemes for access to enable safe and efficient construction.

Asset Information and Asset Planning

General points

- The TWAO does refer to **temporary stopping up** (para 11) and advises that NR must consult the LHA prior to commencing a temporary stopping up. However the TWAO text gives the LHA no right to object to (or at least to influence) the timing of such activities. It would make sense if the order gave the LHA an opportunity to have a degree of influence over the timing of such works, as the LHA has good knowledge of the likely onward impact on the surrounding local network.

- Does not seem to give adequate role to the LHA in confirming that temporarily stopped up routes are fit to be returned to public use. For instance, it seems likely that works will be undertaken in the areas that are temporarily stopped up – what role does the LHA have in authorising the return of these routes to public use and for CCC to maintain?
- Might be worth including a reminder to NR that **new accesses that solely serve the station should be under the control of the station operator**. CCC will not typically adopt access routes. Network Rail should be aware that none of the pathways crossing Hobson's Park, into which their western station accesses appear to link, are Public Rights of Way.
- Any design for works in the **areas where proposed works meet the highway** should be checked with the LHA before commencement. Any works done in these areas should be certified by the LHA owing to the impact on the local highway network.
- It is worth pointing out that a PROW (Cambridge Footpath 47) runs along the eastern edge of FCA. Any road or junction improvements on Francis Crick Avenue must ensure that Footpath 47 is not negatively affected.
- If any proposals are brought toward which might affect Footpath 47 at detailed design stage, Network Rail will need to liaise with the County Council Definitive Map team about the changes to the PROW network.
- The Greater Cambridge Partnership is currently considering options for the **improvement of Francis Crick Avenue**, to include provision of a busway link and the possible adoption of the road as highway maintainable by Cambridgeshire County Council. This proposal is likely to impact upon the works for Cambridge South station, including access points and temporary route diversions. It is recommended that liaison with the GCP is maintained in respect of this scheme.

Site Specific – temporary stopping up

- What alternative accesses are proposed while **K1-K2** is temporarily stopped up? (Sheet 3 of deposited plans). Has the need for alternative access been assessed?
- What alternative accesses are proposed while **L1-L2** is temporarily stopped up? (Sheet 1 of deposited plans). Has the need for alternative access been assessed?
- Temporary stopping up of **Y1-Y2 (Genome Path) and Z1-Z2 (NCN 11)** (see sheet 3 of deposited plans) seem acceptable, as an alternative route is proposed to be delivered. However has the safety of the discharge of this route onto the Addenbrookes Road roundabout been considered?
- What alternative route is proposed while **P1-P2 (footpath 198/1)** is temporarily stopped up? (Sheet 5 of deposited plans). Users are forced onto the roadside network of footways rather than an off-road footpath. Users also now have to traverse a live level crossing rather than the relative safety of a bridge. Have the safety implications of this been considered? Any works to alter the surface of the right of way over the bridge, or the accessibility of the bridge, should be agreed with the County Council Rights of Way Officer and Bridges Engineer prior to implementation. Any changes to the route or surface of FP 1 should also be agreed with the County Council ROW Officer prior to completion.
- What alternative accesses are provided while **W1-W2 (NCN 11)** is temporarily stopped up? (Sheet 5 of deposited plans). This is a key cycle link between The Shelfords and south Cambridge, particularly the Addenbrookes campus. Closing it for an indeterminate period of time with no alternative route does pose problems, to my mind. An alternative cycle route into Cambridge is available via Cambridge Road (A1301), but do we need to press this point with NR?

Ecology

Biodiversity

We note Network Rail's commitment to deliver 10% biodiversity net gain (paragraph 8.5.117, Chapter 8, Env Statement) to be secured through draft condition 20 (NR12). However, given that Cambridgeshire is one of the most biodiversity depleted counties in the county, with less than 10% of land identified as potentially supporting habitats with biodiversity value, and both Cambridge City and South Cambridgeshire District Councils have declared a climate emergency, we seek that the developer look to uplift their target to 20% Biodiversity Net Gain.

While we acknowledge the inclusion of a planning condition for BNG scheme as part of proposed condition 20, we are unconfident this will be delivered, given no details have been supplied and the scheme will result in the loss of priority habitat and the overall loss in biodiversity. In light of this, we consider the scheme will have a significant adverse impact on biodiversity, discussed further below). Consequently, the proposal fails to comply with national and local planning policies:

- NPPF 2021 paragraph 180(d) principle for schemes to secure *"measurable net gains for biodiversity or enhance public access to nature where this is appropriate"* (paragraph 180d).
- South Cambridgeshire Local Plan 2018cpolicy NH/4 to conserve and protect priority habitat (such as semi-improved neutral / calcareous grassland recorded on the site) and deliver biodiversity enhancement.
- Cambridge Local Plan 2018 policy 70 to protect and enhance priority habitats

Chapter 08 Biodiversity, environmental Statement

8.5.33 We do not support the conclusion that the *"residual effects on grassland will be Not Significant at any level"*. The scheme will result in an overall loss in grassland and is also disappointing that construction compounds have been sited within grassland areas of Hobson's Park.

We do not agree with the assessment *"although overall the habitat creation is less than that lost, the created habitats will be of higher quality"*. The scheme will result in the loss of 3 hectares of grassland habitat of priority habitat (lowland meadow / lowland calcareous grassland) considered of county importance (identified as semi-improved neutral / calcareous grassland, table 8-12, page 8-63). We consider the proposed landscape scheme will not be able to create a higher quality and therefore, a larger area of compensatory grassland habitat is required. This must include compensation for the residual loss of 0.18 hectares of semi-improved calcareous grassland. Therefore, we consider the scheme to result in the overall loss of grassland habitat and consider the effect to be permanent significant adverse (minor) at the local-county level.

Biodiversity Net Gain

8.5.113 Confirms that the scheme will result in a 4.93% decrease in biodiversity units for area-based habitat.

8.5.117 States that Network Rail *"are committed to achieving 10% net gain and as such, the effect will be Significant Beneficial at the local level"*. While there is suggestion of purchasing additional land or biodiversity units from third party landowners, no off-site compensatory habitat scheme has been supplied as part of the TWAO application. Furthermore, the current scheme design will result in a NET LOSS in area-based habitats units by 4.93% (paragraph 8.5.113), including the loss of habitats of county importance (species-rich neutral grassland and species-rich calcareous grassland).

We therefore consider that the loss of BNG is considered to be a minor significant adverse impact at the local-county level, given that habitats of both local and county importance will be lost.

NR12 Request for Deemed Planning Permission

We support the inclusion of proposed planning conditions for green roof (20), lighting (24) and landscape (25-29).

Proposed Condition 12. Ecological Method Statement (EMS), page 6, Schedule 1.

We support the inclusion of the Ecological Method Statement pre-commencement planning condition, which will provide details out how the scheme will protect the biodiversity value and deliver 10% Biodiversity Net Gain. However, we are concerned this will not be achievable, given that the proposed scheme will result in -4% loss in Biodiversity Net Gain (paragraph 8.5.113, chapter 8, Env Statement) and no evidence of a tangible off-setting scheme has been supplied. Furthermore, no biodiversity off-setting site is shown within the within the Deemed Planning Drawings and therefore, we are unclear how the delivery of BNG can be achieved through the TWAO process.

In addition, we request a revision of the wording of 12(a) to reflect the recent publication of the Defra metric version 3.0:

Current wording to condition 12 (page 6, Schedule 1): “(a) Biodiversity Net Gain report, demonstrating BNG best practice and minimum 10% BNG (to include DEFRA metric V2 calculations and assumptions made)”.

*Proposed change to condition 12 (page 6, Schedule 1): “(a) Biodiversity Net Gain report, demonstrating BNG best practice and minimum 10% BNG (to include DEFRA metric **V3** calculations and assumptions made)”.*

NR13 Deemed Planning Drawings

158454-ARC-ZZ-ZZ-DRG-LEP-000002 P01 – Deemed Planning Drawings Existing Site Plan Sheet 1 or 2

The key shows “Local Environment Management Plan (LEMP)” (area shown in orange stripes) which is incorrect terminology. This area is a Landscape and Ecological Mitigation area, for the Cambridgeshire Guided Busway.

Current wording: key – orange stripe “Local Environmental Management Plan (LEMP)”

Proposed wording: key – orange stripe “Landscape and Ecological Management area (Cambridgeshire Guided Busway)”

158454-ARC-ZZ-ZZ-DRG-LEP-000101 PO1 – Deemed Planning Drawings Parameter Plans Land Use and Landscape

The key shows “Local Environment Management Plan (LEMP)” (area shown in orange stripes) which is incorrect terminology. This area is a Landscape and Ecological Mitigation area, for the Cambridgeshire Guided Busway.

Current wording: key – orange stripe “Local Environmental Management Plan (LEMP)”

Proposed wording: key – orange stripe “Landscape and Ecological Management area (Cambridgeshire Guided Busway)”

Access to Hospitals (Addenbrookes, Children’s and Papworth) from the Railway Station

It is noted that in the Design and Access Statement NR15 2.3.8 that it is stated that Addenbrooke’s Hospital Bus Station is approximately a 10-minute walk from the site.

[https://sacuksprodnr.digital0001.blob.core.windows.net/twao-cambridge-south-infrastructure-enhancements/Cambridge%20South%20infrastructure%20enhancements%20twao/NR01%20to%](https://sacuksprodnr.digital0001.blob.core.windows.net/twao-cambridge-south-infrastructure-enhancements/Cambridge%20South%20infrastructure%20enhancements%20twao/NR01%20to%20)

We would welcome more information around the proposed linkages between the station and Addenbrookes Hospital because not all using the new station and hospital will be able to walk for 10 minutes and access arrangement need to be put in place to ensure that all using the station can access the hospital site. It is understood that there is currently no bus stop provision within the station plans. The closest bus stop to the station will be on Francis Crick Ave around 200m from the station entrance, given the length of trains the walk from the carriage to this bus stop could be significant. It is vital that Network Rail work with partners to ensure a suitable solution is implemented to coincide with the opening of the station.

Access to the station

It is welcomed most of the access to the station is expected to be by active travel modes, but consideration needs to be taken of the impact that those arriving by car drop off/collection, bus and taxi and their impact on the local road network. Network Rail needs to ensure that the drop off / collection points are of sufficient capacity to cater for future demand but also balance this with a need to encourage sustainable access to the station. If the capacity of drop of point is not correct there could be adverse impacts on the local road network and residential areas, potentially affecting bus services. The County Council would be interested to know how Network Rail is going to manage this and monitor the situation on the local road network and if required mitigate any negative impacts.

The County Council agrees with comments made by South Cambridgeshire District Council <https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=9276&Ver=4> with reference to Movement and Access these are copied below:

Movement and Access

The new station proposal has been organised to pick up on pedestrian and cycle movements from the east and west, and effectively ties into existing movement networks. The forecourt space on the east side of the proposals will form the main entry and exit to the station and accommodates passenger pick up and drop off facilities with a limited number of disabled parking bays. The station will integrate with the emerging Cambridge South East Transport (CSET) proposals on Francis Crick Avenue. The forecourt to the west is for pedestrian and cycle access only with a main pedestrian and cycle route linking across from Trumpington to the station across Hobson's Park. The proposed circulation responds to the likely key pedestrian and cycle movements and accommodates limited motor vehicle movements to the east side of the scheme.

In pre-application discussions, it was considered best to deliver a segregated pedestrian and cycle route in response to the likely pedestrian and cycles flows and to follow advice within LTN 1/20 Cycle Infrastructure Design. Notation on the Parameter Plan 1: Access and Movement refers to 'Proposed New Pedestrian and Cycling Access' but it is recommended this is amended to read

'Proposed segregated new pedestrian and cycle access'. Some local leisure routes will be adjusted to fit in with the circulation patterns within Hobson's Park.

There is need to ensure that active travel modes access to the station is compliant with LTN 1/20.

Cycle Parking and Infrastructure.

There is a need to ensure that cycle parking at the new station is secure, convenient and has sufficient capacity. It is understood that the majority of those using the station cycle parking will be doing so daily but there should be provision for those who need to leave their bikes at the station for longer. Given the likely demand for cycle parking at the station passive provision should be made to allow for easy and quick expansion in the future. Given cycle thief in Cambridge security of both daily and longer term bike parking is key.

The County Council agrees with comments made by South Cambridgeshire District Council <https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=9276&Ver=4> with reference to Cycle Infrastructure these are copied below:

Cycle infrastructure

The proposal includes 1,000 cycle parking spaces to serve the station. This has been calculated based on the predicted modal share and assuming most passengers would make a return trip on the same day, and that there would be enforcement of non-rail passenger cycle parking. It concludes that there would be a surplus of 200 spaces. The predicted trip generation, modal share and number of cycle parking must be by the Cambridgeshire County Council Transport Assessment Team. The agreed minimum number of cycle parking spaces must be secured through a condition. We request sight of the Highways Authority's comments prior to determination. The cycle parking must be secure and a cycling management plan must be put in place to ensure the safety and security of the cycle parking facility. This is necessary in order to ensure high quality cycle parking to promote cycling among station users, and to avoid overspill cycle parking in the CBC. For these reasons, the drafted condition 19 is not supported and revised wording has been recommended.

The proposed temporary diversion of the NCN 11 route during the construction works should be of minimum duration and with suitable diversions in place, which should be consulted on with local cycling groups. The timing of the construction works affecting cycle routes should carefully consider the Greater Cambridge Partnership's proposed Sawston Greenways route on the existing Genome Path between the Cambridge Biomedical Campus and Great Shelford to minimise disruption to users.

Station capacity

Given the likely future use of Cambridge South Station it is vital that the station has the correct capacity to cater for future demand. Given, the planned growth at the Cambridge Biomedical Campus (CBC), CBC 2050 vision <https://www.cbc-vision.co.uk/s/Full-CBC-2050-Vision> , the Greater Cambridge Partnership target for reducing motor traffic

<https://www.greatercambridge.org.uk/greater-cambridge-sustainable-travel-programme> and the need to decarbonise transport and the role rail and public transport has to plan in it. There is going to be significant demands placed on Cambridge South Station. We suggest that Network Rail carry out scenario testing for different growth levels TAG Unit M4 <https://www.gov.uk/government/publications/tag-unit-m4-forecasting-and-uncertainty> provides advice on this.

It should also be noted that although the Covid-19 pandemic is expected to reduce demand for travel to work the CBC site is different to some other employment sites, in that a large amount of work carried out needs specialist equipment which cannot be used at home. Moreover given the hospitals on site there will be many visitors to the site for in person appointments.

The growth rates used in the Transport Assessment for the station between 2031 and 2043 is assumed to be 1.3% given the local context a much higher rate should be used.

Given the constrained nature of the site any future expansion will be both costly and disruptive. Therefore the County Council would welcome assurance that the design capacity is sufficient for future use and that passive provision has been designed for any potential future expansion.

Climate Change and Energy Investment Unit Comments

Comments on Chapter 10 of the Environmental Statement

10.2.2 – There is no reference to Cambridgeshire County Council’s Climate Change and Environment Strategy <https://www.cambridgeshire.gov.uk/residents/climate-change-energy-and-environment/climate-change-and-environment-strategy> only the South Cambridgeshire District Council (SCDC) Strategy. Would be helpful to see how the County Council Strategy is acknowledged as a key regional policy within the context of the proposal as all responses are only in the context of the SCDC Strategy.

The County Council welcome that position stated in 10.2.28 that all GHG emissions are considered significant.

10.4.6 - While the County Council agree that the carbon reduction plan linked to the operations of the station will be led by a third party, the fabric and technologies incorporated into the building during construction fundamentally affect the ability for any third party to reduce emission and County Council welcome statement at 10.4.6 that approached to minimise energy consumption are still considered within the scheme design. However, it is disappointing to see no commitments to constructing to specific energy efficiency standards (for example BREEAM) and that incorporation of low carbon energy sources is not committed. While at this stage we might not expect granular detail regarding the design we would still expect the specification to already be committing to such measures, especially given the comparative difficulty of retrofit compared to installation during construction.

10.5.3 – While the County Council welcomes that the carbon impact has been compared against the latest 6th carbon budget, in line with the then recommended (now legislated) carbon reduction of 78% by 2035, we feel this is a flawed approach given any proposal will be insignificant when compared to national GHG budgets. Instead a local emissions budget would provide a more appropriate comparator, and also provide greater alignment with the Paris Agreement.

Appendix B Cambridgeshire County Council Holding Objections to The Network Rail (Cambridges South Infrastructure Enhancements Order).

My ref: CSS TWA 020821
Your ref:
Date: 2nd August 2021
Contact: Chris Poultney
Telephone:
E Mail: Chris.Poultney@Cambridgeshire.gov.uk



Place and Economy
Transport, Strategy and Funding

Secretary of State for Transport
c/o Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Box SH1310
Shire Hall
Cambridge
CB3 0AP

By email only to: transportinfrastructure@dft.gov.uk

THE NETWORK RAIL (CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCEMENTS) ORDER

Dear Transport Infrastructure Planning Unit,

This letter is sent by Cambridgeshire County Council (the Council) in relation to the Council's own interests and also on behalf of the interests of the Greater Cambridgeshire Partnership (GCP).

The Council and GCP would like to state their in-principle support for the Order. The Council and GCP note the benefits of the proposed Order and its inclusion within the wider Cambridgeshire & Peterborough Combined Authority Local Transport Plan.

However, please accept this letter as an objection to the Order by the Council and GCP. This objection is on the basis of ensuring that the Council and GCP's positions are protected. The Council and GCP hope that any concerns raised in this letter can be resolved with Network Rail Infrastructure Limited (Network Rail) allowing the objection to be withdrawn.

The Council's Objection

The Council is concerned that the proposed Order may impact the Council in its execution of functions as the owner and operator of the Cambridgeshire Guided Busway as approved through the Cambridgeshire Guided Busway Order 2005 (the Busway) and as highway authority. The Council raises these concerns without prejudice to any other matters the Council may need to raise in relation to this Order, and in any other capacity they may have.

Notably, the Council is concerned regarding the impact of the Order on its property in the following manner:

1. Compulsory acquisition powers over plot numbers 004a and 004c – these areas lie directly under the Busway track;

2. Temporary possession powers over plot 004 – this is a large area and covers a significant part of the Busway track; and
3. Compulsory acquisition of plot 031 - “to install soil nails and anchors together with associated ground stabilization works to support the proposed retaining wall of the Cambridge Guided Busway, situated to the west of Francis Crick Avenue”.

As is evident, the proposed powers to be exercised over these plots of land may have a significant impact on the infrastructure and operation of the Busway and the provision of bus services using the Busway. The Council therefore objects on this basis and reserves its position in this respect, pending conclusion of satisfactory agreements with Network Rail and the agreement of changes to the draft Order.

The Council also has concerns regarding the highway network for which it is the appropriate authority. The Council would like to reserve its position on the impact the Order may have on the highway network in this regard.

The Council therefore believes it necessary to seek protection over its assets and in relation to its duty as the operator of the Busway and highway authority. The Council is hopeful that satisfactory amendments to the draft Order (in particular Protective Provisions) and the completion of a related agreement will address the Council's concerns allowing it to withdraw its objection at the earliest possible opportunity.

GCP's Objection

GCP is a local delivery body consisting of four partners: Cambridge City Council; Cambridgeshire County Council; South Cambridgeshire District Council; and the University of Cambridge. The delivery body was formed to implement the City Deal, agreed in 2015 and 2020 respectively. Amongst other things, the City Deal is funding the Cambridge South East Transport project (CSET).

It is intended that an application will be made to the Department for Transport (**DfT**) for a TWAO to construct the CSET Scheme under the Transport and Works Act 1992 accompanied by a request for a Planning Direction under Section 90 (2A) of the Town and Country Planning Act 1990.

CSET will provide a new public transport route between the A11 and the Cambridge Biomedical Campus via Sawston, Stapleford and Great Shelford, a new travel hub near the A11/A1307 junction with connections to Babraham, the Babraham Research Campus and Granta Park and a new active travel path for walkers, cyclists and horse riders along the new public transport route. CSET forms part of the Cambridgeshire & Peterborough Combined Authority Local Transport Plan.

It is envisaged that there will be considerable overlap between the construction periods and land required for both the Order and CSET Scheme.

It is therefore of critical importance that Network Rail works collaboratively with the GCP to ensure that both schemes can be brought forward together, and sympathetically designed to accommodate one another to ensure that that can happen.

The GCP's support for the Scheme is conditional on an agreement with Network Rail in respect of the following points;

1. Land Requirements

- a) GCP requires an agreement with Network Rail to ensure both schemes are in agreement in respect of the powers required to ensure that both schemes are co-ordinated in seeking to acquire the permanent or temporary land or rights, and alterations to streets provided for in schedules 2 to 9 of the Order.
- b) A better understanding of Network Rail's intended use of the Genome Path is required. Network Rail has advised that works to the Genome Path are not required for the delivery of its scheme. An agreement between GCP and Network Rail is required as to the status and requirement of the Genome Path throughout the construction of the Network Rail scheme.
- c) Clarification is required from Network Rail in respect of land required for site access, including access to Network Rail's works compound, and access to Francis Crick Way. Agreement is required with Network Rail in respect of which rights are required over Francis Crick Avenue.
- d) Agreement is required in respect of ownership and management rights to clarify what rights are needed from each other for each respective schemes and who will obtain the benefit of those rights.

2. Design

- a) It is critical to the CSET Scheme to understand and reach agreement with Network Rail in respect of how both schemes overlap on Francis Crick Avenue.
- b) Agreement is needed with Network Rail in respect of the provision of:
 - Biodiversity Net Gain across the two schemes.
 - The location of attenuation ponds and landscape and drainage requirements for both schemes, and how these can work together and to ensure the correct land take is sought for each scheme.
 - The construction programmes for each scheme to complement each other and avoid duplication of works and unnecessary disruption to neighbouring businesses and the public where scheme layout overlaps.

It is GCP's position that the Scheme may proceed based on the points listed above being reconciled with Network Rail, and agreement reached.

GCP hopes that work on a Statement of Common Ground (and associated agreements) will continue to progress in addition to satisfactory amendments to the draft Order (in particular Protective Provisions) being made in order to address the GCP's concerns and allowing it to withdraw its objection at the earliest possible opportunity.

The Council and GCP look forward to discussing these issues with Network Rail.

We look forward to hearing from you further in due course; please direct all correspondence to the above address.

Yours sincerely

Chris Poultney

Transport Strategy Manager

For and on behalf of

Cambridgeshire County Council