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24 September 2026
NR ref: TP/ANG/2025/107

Sent by e-mail

Dear Planning Policy and Strategy Team,

Network Rail Consultation Response: Greater Cambridge Local Plan (Regulation 19)

I am writing on behalf of Network Rail (NR) in relation to the consultation on the Greater Cambridge Local Plan (Regulation 19) ("the draft Local Plan").

Thank you for consulting NR on the submission of the draft Local Plan. NR has engaged with Greater Anglia (GA) in relation to the consultation and has worked collaboratively with them in preparing this response.

Whilst submitted outside the formal consultation period for the Regulation 18 draft Local Plan, following discussions with the Greater Cambridge Shared Planning Service (GCSP), NR provided a representation on the Regulation 18 consultation on 28 April 2026. For ease of reference, a copy of that response is included at Appendix 1. We welcome the constructive engagement with GCSP and appreciate that the matters raised in NR's Regulation 18 representation have been considered during the preparation of the Regulation 19 draft Local Plan.

Please note that a separate consultation representation is being submitted by Bidwells LLP on behalf of NR and its development partner, Brookgate Land Ltd, who in respect of the Cambridge North area represent the Chesterton Partnership. The Bidwells LLP response focuses primarily on Policy S/AMC/NEC, Policy S/C/SRW, and a number of wider development management matters.

This NR representation is intended to provide consultation comments from an operational railway and infrastructure perspective and should therefore be read alongside the representation submitted by Bidwells LLP, which addresses matters specific to the Chesterton Partnership.

This letter sets out NR's detailed feedback on the following matters arising from the draft Local Plan.

Part A: East West Rail

Part B: Strategic and selected Policies

- **Vision for Greater Cambridge and Policy I/ST (Sustainable Transport and Connectivity)**
- **Policy I/SI (Safeguarding important infrastructure)**
- **Policy I/ID (Infrastructure and Delivery)**

Part C: Site Allocations

- **S/AMC/NEC (North East Cambridge Area of Major Change)**
- **Policy S/AMC/WHD (Whittlesford Parkway Station Policy Area, Whittlesford Bridge Area of Major Change)**

Part D: General Comments

Part A: East West Rail

NR strongly supports the strategic objectives and case for East West Rail and looks forward to continuing to work closely with East West Railway Company (EWR Co) on the development and delivery of the scheme. NR is committed to full collaboration with EWR Co to help deliver a high-performing railway that provides long-term benefits for passengers, freight users, and taxpayers.

NR has engaged with EWR Co in relation to the Regulation 19 consultation and understands that EWR Co intends to submit its own detailed representations on the draft Local Plan. Whilst NR does not seek to comment on all the railway-specific matters raised within EWR Co's submission, NR wishes to express its support for the EWR Co's representations in relation to the following matters;

- The proposed new eastern entrance to Cambridge Station and Policy S/C/LCR (Land at Clifton Road (including Cambridge Junction and Cambridge Leisure);
- Cambridge East Station and related Policies S/CE (Cambridge East) and S/AMC/SCL (South of Coldhams's Lane); and
- Policy S/AMC/BC (Beehive Centre Area of Major Change).

Any planning applications coming forward within these proposed allocated sites S/CE and S/AMC/SCL will need to assess the impacts of increased vehicular traffic arising from the developments on the local highway network, with particular regard to the operation and safety of the existing level crossings over the railway at Cherry Hinton High Street and the Cherry Hinton By-Pass.

Part B: Strategic and selected Policies

Vision for Greater Cambridge and Policy I/ST (Sustainable Transport and Connectivity)

Rail infrastructure and accessibility to the railway network will play a vital role in supporting GCSP in achieving its long-term vision for Greater Cambridge. NR welcomes the recognition within the draft Local Plan of the importance of enhancing rail infrastructure and public transport provision.

The draft Local Plan's strategic priorities relating to infrastructure provide clear direction on the importance of sustainable transport. They also set out the expectation that development will be required to contribute towards the delivery of transport schemes necessary to mitigate its impacts. This approach is further reinforced by Policy I/ST (Sustainable Transport and Connectivity), which advises, within Part 3, that direct improvements and commitments to transport infrastructure will be secured through planning conditions and/or contributions through planning obligations, community infrastructure levy or its successor.

NR looks forward to working collaboratively with GCSP and developers to ensure that the rail infrastructure improvements required to support planned growth can be planned and delivered effectively, in alignment with the objectives of the draft Local Plan.

Policy I/SI (Safeguarding important infrastructure)

East West Rail Scheme Safeguarding:

Policy I/SI advises that land identified on the Policies Map in relation to the East West Rail scheme is subject to safeguarding directions. As noted earlier in this response, NR is working collaboratively with EWR Co on the development and delivery of the scheme.

While NR is supportive of the safeguarding of this land required for the delivery of East West Rail, it is important that the safeguarding provisions do not prejudice or constrain the day-to-day operation of the existing railway. Nor should it limit NR's ability to maintain, operate, and upgrade the railway and its associated infrastructure within the safeguarded area as required to ensure the safe and efficient operation of the network.

Furthermore, as the East West Rail scheme progresses, the associated safeguarding areas will continue to evolve. It is therefore important that GCSP adopts a flexible approach to safeguarding to ensure the policy remains effective over the lifetime of the Plan.

Rail Freight Sites:

NR welcomes the fact that the GCSP has taken account of the feedback provided by NR in its previous Regulation 18 consultation response, and that Policy I/SI, Part 4, has been amended to reflect the current status and circumstances of the rail freight sites within the Greater Cambridge area.

Policy I/ID Infrastructure and Delivery

NR considers it essential that new development contributes, where necessary and justified, towards improvements to railway infrastructure, stations and associated facilities where such measures are required to make development acceptable in planning terms. The cumulative growth planned across Greater Cambridge will place additional demands on the rail network and station infrastructure, and it is therefore important that the draft Local Plan provides an effective mechanism for securing appropriate mitigation and enhancement measures.
NR is committed to working proactively with the GCSP, developers and other stakeholders to identify the need for rail-related infrastructure improvements at an early stage in the development process. Where development generates impacts on the operation, performance or capacity of the railway network, appropriate contributions and mitigation measures should be secured and delivered in a timely manner to ensure that the necessary infrastructure is in place to support sustainable growth and maintain the safe and efficient operation of the railway.

Part C: Site Allocations

Policy S/AMC/NEC (North East Cambridge Area of Major Change)

As explained earlier, a separate response is being submitted by Bidwells LLP on behalf of the Chesterton Partnership (Brookgate Land Ltd and NR) and should be read alongside the comments provided within this consultation response. For the avoidance of doubt, the comments below are submitted by NR in its capacity as owner and operator of the national railway infrastructure and focus specifically on the operational railway and infrastructure considerations relevant to Policy S/AMC/NEC.

Proposed new Maintenance Delivery Unit (MDU):

As outlined in NR's response to the Regulation 18 consultation, NR is progressing proposals for the development of a new NR Maintenance Delivery Unit (MDU) within the Chesterton Sidings / Junction area.

The proposed MDU facility would provide operational accommodation, welfare and training facilities, vehicle and plant storage, within a single purpose-built location. The MDU would facilitate the relocation and consolidation of a number of existing maintenance operations currently distributed across several sites, including facilities at Cambridge Station and Foxton.

The proposed MDU would provide a modern, efficient and resilient operational facility capable of supporting the inspection, maintenance and operation of the railway network within Cambridge and the surrounding area. It would also support the future growth and enhancement of the railway within the wider Cambridge corridor by providing a flexible and adaptable facility capable of accommodating evolving operational requirements, technological advancements and future increases in rail services, including potential operational requirements associated with East West Rail.

NR is keen to continue work closely with GCSP, EWR Co and other relevant stakeholders to ensure that this important operational requirement is fully understood and appropriately integrated into the ongoing planning and development of the North East Cambridge Area of Major Change.

Feedback on Figure 38 (Indicative Spatial Framework for S/AMC/NEC: North East Cambridge Area of Major Change):

NR's Regulation 18 representation raised concerns regarding '*Figure 17: Spatial Framework S/NEC: North East Cambridge'*. NR acknowledges that GCSP have considered this feedback and sought to address these concerns through the preparation of the new *'Figure 38: Indicative Spatial Framework for S/AMC/NEC: North East Cambridge Area of Major Change'.*

In particular, NR welcomes the changes made in relation to the Cambridge Strategic Freight Site, the railhead at Chesterton Sidings, and NR's emerging proposals for a new MDU in this location.

Notwithstanding this positive progress, NR considers that a further minor amendment to Figure 38 is still required to ensure that the safeguarded rail sidings are accurately represented. The requested amendments are shown below.

Extract from existing Figure 38:



Proposed alteration to Figure 38:



The draft Local Plan should also make it clear that Figure 38 is intended as illustrative and is not a prescriptive tool.

Reference to Railhead:

Part 6 (c) of the draft policy refers to the 'Aggregates Railhead'. NR considers that this terminology is unnecessarily restrictive and does not fully reflect the strategic function and potential future role of the railhead facility. Whilst the railhead is currently used predominantly for the handling of aggregates, its importance extends well beyond a single freight commodity. The railhead forms part of a strategically important piece of rail-connected freight infrastructure which has the capability to support a wider range of freight, logistics and operational railway activities over time.

NR therefore requests that the wording of Part 6 (c) is amended to replace 'Aggregates Railhead' with 'Railhead'. This amendment would more accurately reflect the current and potential future role of the facility, recognising its importance as strategic rail infrastructure that supports a range of freight and operational railway functions, rather than aggregates traffic alone.

Agent of Change:

Part 10 of the policy sets out requirements relating to the Agent of Change principle. NR supports this approach and welcomes the clear application of the Agent of Change principle within the policy. NR wishes to emphasise the importance of applying this principle to freight and operational railway infrastructure, operations, and activities. This will help ensure that the continued operation, maintenance and future enhancement of railway infrastructure is not constrained by the introduction of sensitive uses in close proximity to the railway. Any new development should therefore be designed and mitigated appropriately to address impacts arising from existing and anticipated railway operations, rather than placing restrictions on established or future railway activities.

Connectivity:

Part 19 of the policy states that development should support the removal of existing barriers to movement by securing and/or contributing to new and improved connections including: *'d. Improved access to Cambridge North Station…..'.*

NR and GA support the principle of improving access to Cambridge North Station and will need to be engaged at an early stage in the development of any such proposals. This engagement will be necessary to ensure that proposed works are appropriately designed to align with the station's current and future operational requirements.

Policy S/AMC/WHD (Whittlesford Parkway Station Policy Area, Whittlesford Bridge Area of Major Change)

The proposed allocation seeks to deliver a comprehensive, masterplan-led redevelopment of Whittlesford Parkway Station and the surrounding area.

Whittlesford Parkway Station, together with the associated operational railway infrastructure, is owned by NR. The station is operated and managed by GA under a lease agreement.

NR and GA welcome the policy's emphasis on delivering improvements to accessibility and facilities at Whittlesford Parkway Station, as well as the aspiration to create a multi-modal mobility hub that

promotes sustainable travel choices and improved integration between different modes of transport.

NR and GA are pleased that GCSP has considered the previous feedback provided within NR's Regulation 18 representations, and that Part 2 (b. i) of this policy has now been amended to include reference to step-free access.

NR and GA are supportive of the proposed allocation and strongly encourage GCSP to engage with us at an early stage to discuss the proposed masterplan, including its objectives, phasing, and funding arrangements. Early engagement will be essential to ensure that any proposed works are deliverable, appropriately coordinated, and fully aligned with the station's current and future operational requirements.

Part D: General Comments

Level Crossings:

In all cases, whether specifically identified within this response or not, any proposal that is likely to alter the use, character, or risk profile of a level crossing or railway bridge must be subject to consultation with NR. This is necessary to ensure that any changes are appropriately assessed and that proportionate mitigation measures can be identified and delivered where required.

Railway Boundary Fencing:

Development proposals adjacent to the operational railway will often necessitate improvements to railway boundary fencing. Where required, such works should be delivered at the developer's expense to ensure the ongoing safety and security of the operational railway.

Private Bridges Over the Railway:

Where private bridges exist adjacent to, or within, sites proposed for development it should not be assumed that the benefits of these structures can be extended to new residential development. Nor should it be assumed that their use can be intensified or altered without the prior agreement of NR. Any proposals affecting private railway bridges must be discussed and agreed with NR at an early stage.

Engagement with Network Rail's Asset Protection and Optimisation team:

A number of site allocations are located either adjacent to or in close proximity to NR owned land and operational railway infrastructure. As a result, potential developers looking to bring forward development in these locations will need to engage with NR's Asset Protection and Optimisation (ASPRO) team at an early stage of the development process to ensure that the works can be completed without any risk to the operational railway.

To start the process with our ASPRO team, the Applicant should use the Asset Protection Customer Experience (ACE) system found on NR's Rail's Asset Protection website (https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/). This website also provides more information about the NR ASPRO team and the services they offer.

If you have any questions regarding this consultation response or wish to discuss any of the above matters further, then please do not hesitate to contact me.

Yours Sincerely



Elliot Stamp
Town Planning and Heritage Manager (Anglia)

Appendix 1: Copy of Network Rail Representation - Regulation 18 Consultation (28/04/2026)

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28 April 2026
NR ref: TP/ANG/2025/078

Sent by e-mail

Dear Planning Policy and Strategy Team,

Network Rail Consultation Response: Draft Greater Cambridge Local Plan (Regulation 18)

I am writing on behalf of Network Rail (NR) in respect of the Draft Greater Cambridge Local Plan (Regulation 18) consultation.

Thank you for consulting NR on the submission of the draft Local Plan. Please consider this letter the formal NR response to the consultation. NR has engaged in discussions with Greater Anglia (GA) in relation to the consultation and has worked collaboratively with them in preparing this response.

Please note that a separate consultation response was submitted on behalf of NR and its development partner Brookgate Land Ltd (the Chesterton Partnership), by Bidwells LLP on 30 January 2026. The Bidwells LLP response focused on Policy S/NEC and Policy S/C/SRW, as well as a number of development management policies.

This additional NR response is intended to provide consultation comments from a more specific operational railway perspective and should therefore be read alongside the response submitted by Bidwells LLP.

This letter sets out NR's detailed feedback on the following matters arising from the Draft Local Plan.

Part A: East West Rail

- **Policy S/CE (Cambridge East) and Policy S/AMC/SCL (South of Coldhams's Lane)**
- **Policy S/AMC/BC and S/AMC (Beehive Centre)**

Part B: Strategic and selected Policies

- **Vision for Greater Cambridge**
- **Policy I/SI Safeguarding important infrastructure**
- **Policy I/ID Infrastructure and Delivery**

Part C: Site Allocations

- **Policy S/NEC North East Cambridge**
- **Policy S/AMC/WHD Whittlesford Parkway Station Policy Area, Whittlesford Bridge**

Part D: General Comments

Part A: East West Rail

NR supports the strategic case for East West Rail (EWR) and looks forward to continuing to work closely with East West Rail Company (EWR Co) on the development and delivery of the scheme. NR is committed to full collaboration with EWR Co to help deliver a high-performing railway that provides long-term benefits for passengers, freight users, and taxpayers.

NR is aware that EWR Co submitted a consultation response to the draft Local Plan in January 2026. While NR does not intend to comment on all of the railway-specific matters raised within EWR Co's consultation response, we would like to take this opportunity to comment in relation to the following policies.

Policy S/CE (Cambridge East) and Policy S/AMC/SCL (South of Coldhams's Lane)

NR welcomes Greater Cambridge Shared Planning Service's (GCSP) support for the delivery of a new Cambridge East Station and is keen to continue engagement with both EWR Co and the GCSP in progressing proposals for the station. NR supports the comments submitted by EWR Co in relation to Cambridge East Station and Policies S/CE and S/AMC/SCL.

On a separate matter, any planning applications coming forward within these proposed allocated sites will need to assess the impacts of increased vehicular traffic arising from the developments on the local highway network, with particular regard to the operation and safety of the existing level crossings over the railway at Cherry Hinton High Street and the Cherry Hinton By-Pass.

Policy S/AMC/BC and S/AMC (Beehive Centre)

NR supports the comments submitted by EWR Co in relation to Policies S/AMC/BC and S/AMC.

Part B: Strategic and selected Policies

Vision for Greater Cambridge

Rail infrastructure and accessibility to the railway network will play a vital role in supporting GCSP in achieving its long-term vision for Greater Cambridge. NR welcomes the recognition within the draft Local Plan of the importance of enhancing rail infrastructure and public transport provision.

The Plan's strategic priorities relating to infrastructure provide clear direction on the importance of sustainable transport. They also set out the expectation that development will be required to contribute towards the delivery of transport schemes necessary to mitigate its impacts. This approach is further reinforced through Policy I/ST (Sustainable Transport and Connectivity – Part 3).

NR looks forward to working collaboratively with GCSP to ensure that the rail infrastructure improvements required to support planned growth can be planned and delivered effectively, in alignment with the objectives of the Local Plan.

Policy I/SI (Safeguarding important infrastructure)

East West Rail Scheme Safeguarding:

Policy I/SI advises that land identified on the Policies Map in relation to the East West Rail Scheme is subject to safeguarding directions. As noted earlier in this response, NR is working collaboratively with EWRCo on the development and delivery of the scheme.

While NR is supportive of the safeguarding of this land for the East West Rail Scheme, it is important that the safeguarding does not prejudice or constrain the day-to-day operation of the existing railway. Nor should it limit NR's ability to maintain, operate, and upgrade the railway and its associated infrastructure within the safeguarded area as required to ensure the safe and efficient operation of the network.

Rail Freight Sites:

The draft Local Plan appropriately recognises the importance of existing rail-connected freight sites and facilities within the Cambridgeshire area. NR welcomes this acknowledgement and supports the safeguarding of the rail-connected freight sites within Policy I/SI.

Rail freight sites play a vital role in the regional and national rail freight network, supporting the movement of goods by rail, reducing reliance on road freight, and contributing to sustainable growth objectives. Their explicit recognition and safeguarding within the draft Local Plan would therefore provide greater clarity and long-term certainty, helping to ensure that existing and future rail freight operations are adequately protected from incompatible development.

NR is therefore supportive of Policy I/SI, Part 2) in principle. However, based on the information set out below, NR considers that the policy should be amended to reflect the current status and

circumstances of the rail freight sites referenced within it, specifically Duxford, Foxton, Fulbourn, and Whittlesford.

- *Fulbourn:*

NR does not have an active freight site within this area. As such, the reference to Fulbourn can be removed from Policy I/SI.

- *Whittlesford:*

NR does not have an active freight site at Whittlesford. While a freight site and sidings historically operated at this location, the land now forms part of the general operational railway infrastructure. On this basis, the reference to Whittlesford can be removed from Policy I/SI.

- *Foxton:*

The freight site and sidings at Foxton are a privately owned third-party facility. NR does not own the siding or the freight site, although there is a connection from the siding to NR's wider railway network. Any detailed information regarding the freight operations at Foxton would therefore need to be provided by the site owner.

- *Duxford:*

Similarly, the freight site and sidings at Duxford are a privately owned third-party facility and are not owned by NR. Further detail on this site would need to be provided directly by the site owner.

Chesterton Sidings:

In addition, NR also owns the *Strategic Freight Site* at Chesterton Sidings. The freight site at Chesterton Sidings benefits from separate safeguarding under the *Minerals and Waste Local Plan (2021)*. Whilst at this stage it is not necessary for Chesterton Sidings to be referenced directly within Policy I/SI, Part 2), it would be beneficial for the supporting text to Policy I/SI to acknowledge that the site is safeguarded through the Minerals and Waste Local Plan.

Policy I/ID Infrastructure and Delivery

It is essential that new developments contribute appropriately to the enhancement of railway infrastructure and station facilities where increase demand is generated. Furthermore, the implementation of robust Travel Plans will be critical in promoting seamless integration between transport modes and encouraging sustainable travel choices across the Cambridge area.

The draft Local Plan should explicitly require early engagement with NR and GA, and make clear that rail infrastructure requirements arising from the development are to be secured through appropriate planning conditions, s106 obligations, Community Infrastructure Levy and/or other funding mechanisms, aligned to development phasing.

Part C: Site Allocations

Policy S/NEC (North East Cambridge)

The proposed policy seeks to establish a planning framework for the comprehensive and ongoing redevelopment of North East Cambridge, including the delivery of up to 8,350 new homes and approximately 320,000 square metres of employment floorspace.

NR is supportive in principle of Policy S/NEC; however, this support is contingent on specific conditions and requirements being satisfactorily addressed.

The policy boundary encompasses NR's operational and commercial land and infrastructure, including the Chesterton Sidings freight site. The eastern boundary of the policy area lies adjacent to Cambridge North Station and the West Anglia Main Line.

As noted earlier in this response, the consultation response submitted by Bidwells LLP in relation to Policy S/NEC should be read alongside the comments provided within this consultation response.

NR is aware that, within its consultation response, EWR Co has identified a requirement for land within North East Cambridge to enable the construction and operation of a railway Maintenance Delivery Unit (MDU). The proposed MDU would play a critical role in supporting both NR and EWR services, including routine maintenance, asset management, and incident response across the railway network. In collaboration with EWR Co, NR is seeking to work closely with the GCSP and other relevant stakeholders to engage further on this identified operational requirement and to ensure it is appropriately considered as part of the ongoing planning and development of North East Cambridge.

Uses and Agent of Change Principles

In relation to 'Uses' within the site allocation, Part 3, (D) of the policy explains that certain existing uses will be safeguarded, including the *Aggregates Railheads.*

It is important to recognise that while the site is currently used as an aggregates railhead, its strategic importance extends beyond a single commodity. The site functions as rail-connected freight infrastructure capable of supporting a range of freight and wider operational railway uses over time.

Although NR is considering longer-term options for the site as part of its wider planning and network objectives, any development proposals brought forward must safeguard the rail-connected freight function of the site and ensure that freight and operational railway activities can continue. Any relocation of freight and operational facilities should only be contemplated where full operational equivalence can be clearly demonstrated, including in terms of capacity, access, integration with the wider railway network, and deliverability.

While NR welcomes the proposed safeguarding of the railhead within the Policy S/NEC, we request that the policy wording is amended so that references to *"Aggregates Railheads"* are replaced with *"Railheads"*. This would more accurately reflect the wider strategic importance of the infrastructure beyond aggregates handling alone.

Part 34 of the policy states that "*the Agent of Change principle ensures that new development does not prejudice existing uses, create unacceptable amenity impacts, or rely on impractical mitigation, with all costs borne by developers.*"

NR strongly supports this approach and welcomes the clear application of the Agent of Change principle within the policy. In particular, NR wishes to emphasise the importance of applying this principle to freight and operational railway infrastructure, operations, and activities, to ensure that existing and future railway uses are appropriately protected from the impacts of surrounding development.

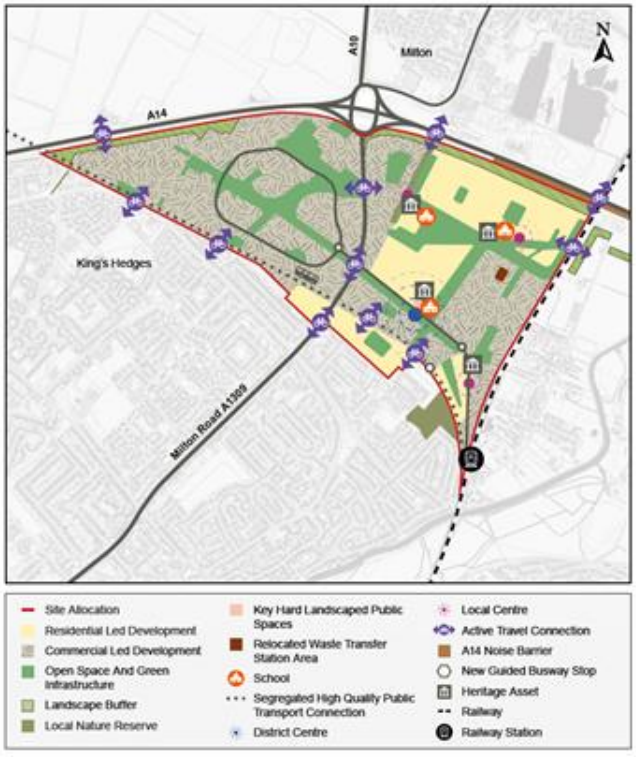
Requested Changes to Figure 17: Spatial Framework S/NEC: North East Cambridge

NR acknowledges that Figure 17 is an illustrative masterplan and not a fixed or binding framework. However, NR considers that the current plan sets unrealistic expectations in relation to the Strategic Freight Site and railhead at Chesterton Sidings, as well as NR's and EWR Co's emerging proposals for a potential new MDU in this location.

NR therefore requests that the illustrative masterplan is amended so that the railhead, parts of the freight site, and the potential location of the new MDU are not identified as *"Commercial Led Development".* Instead, the site should be clearly identified within both the plan as a freight site and land in operational railway use.

NR intends to discuss this matter further with the GCSP over the coming weeks, with the aim of ensuring that a more accurate and realistic illustrative masterplan is prepared to support the implementation of Policy S/NEC.

Extract of Figure 17 from draft Local Plan:



Wider connectivity requirements

In the context of wider connectivity requirements, Part 16, (H, iii) explains that the development must contribute to the delivery of a new pedestrian/cycle bridge over the railway to Chesterton Fen. NR will require GCSP to engage with us at an early stage in the development of any such proposals. Early engagement will be essential to ensure that proposed works are deliverable and appropriately coordinated with operational requirements of the railway.

Policy S/AMC/WHD (Whittlesford Parkway Station Policy Area, Whittlesford Bridge)

The proposed site allocation seeks to deliver a comprehensive, masterplan-led redevelopment of Whittlesford Parkway Station and the surrounding area.

Whittlesford Parkway Station, along with the associated operational railway infrastructure, is owned by NR. The station is operated and managed by GA under a lease agreement.

NR, alongside GA, welcomes the policy's focus on delivering improvements to accessibility and facilities at Whittlesford Parkway Station, as well as the aspiration to create a multi-modal transport hub. In principle, NR and GA are supportive of the proposed allocation, subject to specific conditions and operational requirements being satisfactorily addressed.

NR and GA request a minor amendment to the policy wording to explicitly reflect the need to provide *step-free access* between station platforms.

Current policy wording:

Station accessibility improvements:

- *Improved connectivity between the station platforms*

Proposed amended wording:

Station accessibility improvements:

- *Improved connectivity <u>and step-free access</u> between the station platforms*

NR and GA strongly encourage the GCSP to engage with both organisations at an early stage to discuss the proposed masterplan, including its objectives, phasing, and funding arrangements. Early engagement will be essential to ensure that any proposed works are deliverable, appropriately coordinated, and fully aligned with the station's current and future operational requirements.

Part D: General Comments

Level Crossings: In all cases, whether specifically identified within this response or not, any proposal that is likely to alter the use, character, or risk profile of a level crossing or railway bridge must be subject to consultation with NR. This is necessary to ensure that any changes are appropriately assessed and that proportionate mitigation measures can be identified and delivered where required.

Railway Boundary Fencing: Development proposals adjacent to the operational railway will often necessitate improvements to railway boundary fencing. Where required, such works should be delivered at the developer's expense to ensure the ongoing safety and security of the operational railway.

Private Bridges Over the Railway: Where private bridges exist adjacent to, or within, sites proposed for development it should not be assumed that the benefits of these structures can be extended to new residential development. Nor should it be assumed that their use can be intensified or altered without the prior agreement of NR. Any proposals affecting private railway bridges must be discussed and agreed with NR at an early stage.

Engagement with Network Rail's Asset Protection and Optimisation team: A number of site allocations are located either adjacent to or in close proximity to NR owned land and operational railway infrastructure. As a result, potential developers looking to bring forward development in these locations will need to engage with NR's Asset Protection and Optimisation (ASPRO) team at an early stage of the development process to ensure that the works can be completed without any risk to the operational railway.

To start the process with our ASPRO team, the Applicant should use the Asset Protection Customer Experience (ACE) system found on NR's Rail's Asset Protection website (https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/). This website also provides more information about the NR ASPRO team and the services they offer.

If you have any questions regarding this consultation response or wish to discuss any of the above matters further, then please do not hesitate to contact me.

Yours Sincerely



Elliot Stamp
Town Planning and Heritage Manager (Anglia)