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Mr Edward Leigh

Smarter Cambridge Transport
42 Devonshire Road
Cambridge
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14 July 2020

Dear Mr Leigh,

Thank you for your letter dated 2 July 2020.

We are, of course, very happy to work with you on any issues which relate to optimising the impact of projects affecting the station area.

I will address each of your points in turn, however I thought it would be useful to begin by clarifying Greater Anglia's understanding regarding the planning application. Brookgate's planning application, made for the combined new aparthotel and replacement rail user car parking, has been adjourned, rather than refused, until the next planning committee meeting while the following two matters in the application are addressed:

1. The prioritisation of pedestrians and cyclists and protecting the future route for the Chisholm trail; and,
2. The proximity of the new aparthotel and replacement rail user car parking to Carter Bridge.

We believe that further information has been requested and provided for the above matters and is being discussed with Officers and Members for a planned return to the Committee during July.

In relation to the other points raised:

Whilst Greater Anglia has a long lease interest from Network Rail, the freeholder of all the land at Cambridge station, our terms of occupation are strictly governed by the leasing and rail regulatory framework that support it. Even as far back as 2012, when Abellio won the initial franchise, there was an obligation to work with both Network Rail and their development partner, Brookgate, on the regeneration of the Network Rail owned land. It is worth noting that as part of the initial franchise these Regeneration works contributed £4m to the refurbishment of the station via a S.106 Agreement.

Network Rail are the only party entitled to dispose of or develop the land under the legal framework. Greater Anglia will not receive any financial return whatsoever from the next stages of the development. As the station operator we are an important stakeholder on any scheme, but only in as much as it affects the current operation of the station and its existing facilities.

The proposed scheme reduces the footprint of the station lease area, but it does ensure that the existing facilities are re-provided within the remaining site. We do not have available space to install further cycle parking spaces without the loss of other customer and station facilities. Network Rail are promoting the scheme, supported by Greater Anglia, but Network Rail are the recipients of the financial return for this land which they then reinvest back into the railway.

Therefore, it is not accurate to suggest we have a conflict of interest in this respect. Our aim is always to provide the best possible service for the customers and communities we serve, including station facilities. Sometimes this is not straightforward, and a balance has to be struck.

Since the start of the franchise, Greater Anglia have proactively improved Cambridge station facilities and the immediate environs, engaging and working collaboratively with key stakeholders. We would be more than happy to meet to discuss integrated transport arrangements and station planning.

We understand that the planning application brought forward by Brookgate does not significantly increase traffic/car movements, nor require any works beyond the application boundary which is confirmed in the Officer's report with his recommendation to approve the planning application.



You may be aware that we have been working with the Brookgate team and other key stakeholders, including the City and County Councillors, local ward Members and Officers over the past 2 years to bring forward a range of options for the Station Square. These works relate to the varying modes of transport and pedestrian interfaces in this busy transport interchange.

Greater Anglia has worked with the County Council (responsible for the busway), other train operating companies and bus operating companies to agree a coordinated and planned procedure for replacement coaches to use the guided busway terminal at Cambridge, in the event of emergency and routine rail closures.

We are aware that the options for Station Square have been presented by the planning officer to the Members of the planning committee, and their decision is currently outstanding due to the planning committee meeting for this application being adjourned.

The Developer's planning application for the combined new aparthotel and replacement rail user car parking is, as far as we know, unrelated to the Station Square proposals.

We understand that there is to be a working group set up to lead on the options presented to Members, and we very much see ourselves as a key contributor to that working group along with other relevant stakeholders and interest groups.

Greater Anglia would be more than happy to meet with you and other key stakeholders and community members to discuss these matters. It would be best to meet after the planning committee has decided on the planning application. With that context clear, it will then be a logical environment in which to proceed to develop initiatives which balance the aspirations of customers, the local community and all relevant stakeholders, to deliver a positive overall outcome.

Yours sincerely,



Jamie Burles
Managing Director

