



NSC Parish Councils Feedback Session- Harston-Shelfords Section

Chair

Sarah Jacobs (Senior Engagement
Manager – Local Representatives Groups)

Monday 6th January, 6pm-8pm



1. Welcome

Agenda

1. Welcome

- Introductions
- Housekeeping

2. Update on the project

3. Introduction to the workshops

4. Update on Proposals

- Non-Statutory Consultation Proposals
- Environmental Impacts
- Lands

5. Design Feedback Sessions

- Session One – Design
- Session Two – Connectivity

Introductions – Meeting the Team

- **Sarah Jacobs** – Senior Engagement Manager
- **Siobhan Adeleke** – DCO Statutory Stakeholder Engagement
- **Jonathan Cornwell** – Development Programme Manager
- **Katie Dixon** – Cambridge Environment Area Manager
- **Ben Nicholass** – Traffic, Transport Planning and Modelling Senior Manager
- **Adam Kotulecki/ Jack Garrett** – engineering



Housekeeping

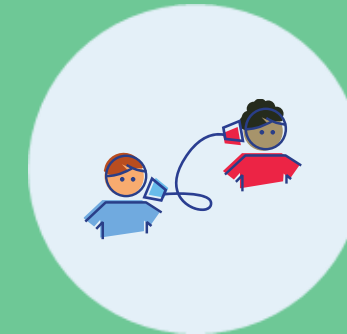
Thank you for attending

This is a virtual meeting.

- This meeting is being recorded and transcribed to be used to produce the meeting summary note
- Please feel free to drop questions in the chat box/and or use the 'raise hand' function
- Please drop your name and area you represent into the chat box



Display your full name in username



Please use the mute function



Use the 'Raise Hand' function if you want to raise a point during the meeting

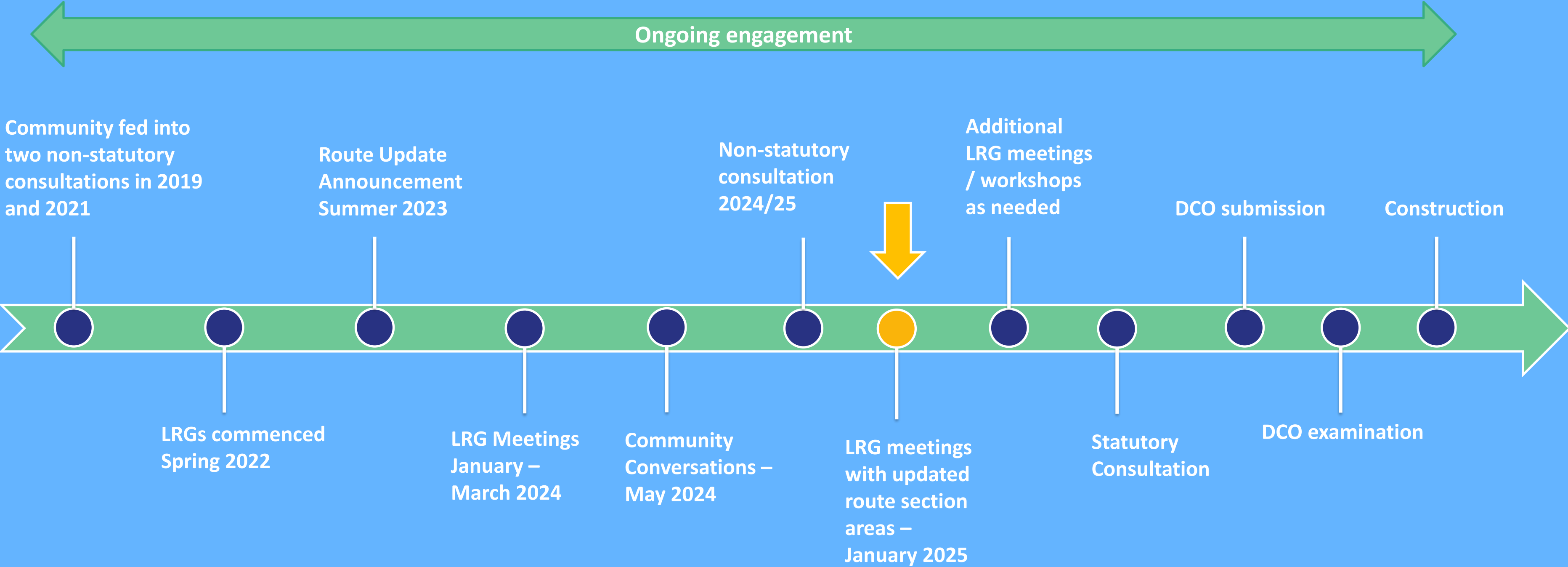


Please do put your camera on if possible



2. Update on the project

Where we are in the process



Non-Statutory Consultation Summary

We are now over halfway through our non-statutory consultation



Remaining consultation events:

Venue	Event location	Event date
St Neots Football Club	St Neots	7-Jan
Comberton Village Hall	Comberton	10-Jan
Bletchley Masonic Centre	Bletchley	15-Jan
Summerlin Centre	Woburn Sands	17-Jan
Clayton Hotel	Cambridge	18-Jan
St Andrews Church	Cherry Hinton	21-Jan

3. Introduction to the workshops

Design workshops

Terms of reference

Scope of discussions

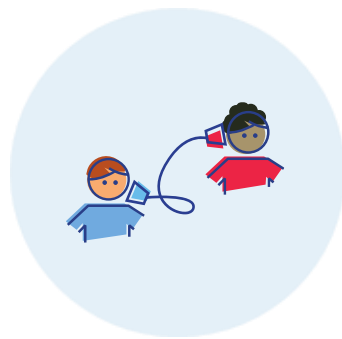
- We are seeking feedback on the design and optionality set out within the non-statutory consultation that is currently live. We welcome your feedback on:
 - Community benefits and impacts.
 - Land and property requirements.
 - Environmental and sustainability.
 - Construction and logistics.
 - Traffic and transport.
 - Door to Door Connectivity and Active Travel.
- Due to time constraints we will not be discussing other route options shared historically, or any works outside the current scope.

Collecting feedback

- We will be recording your feedback and issues raised and will input these into our design change process.
- We will be sharing the feedback recorded with all attendees within 5 days of the session.
- The discussions within this workshop not replace the formal feedback mechanism as part of the non-statutory consultation (via survey or written response).

Design workshops

Purpose of this workshop



To discuss detail on the proposals within our non-statutory consultation and provide an opportunity for you to input into the design and feedback process, capturing issues or areas of concern, suggestions and area specific local feedback.



The workshops will be interactive, and we will be asking for feedback on various elements of the proposals throughout the session. Please do give your feedback and ask questions throughout.



The workshops are taking place within the consultation period giving us an early opportunity to understand your feedback.

Design workshops



Local Authority Workshops

We have also been delivering interactive design workshops in-person with local authorities throughout the non-statutory consultation period.

On 9 December we met with officers at the four Cambridge Local Authorities and Huntingdonshire District Council. Representatives from their Planning, Highways and Active Travel teams were in attendance. Some of the key topics raised included:

- Connectivity for local villages: How to connect Newton and Harston and how to use the design to encourage active travel routes and facilitate people to walk/cycle.
- Active travel- consideration should be made to a route wide active travel route and importance of first mile/ last mile and connectivity between towns around stations
- Legacy- There was discussion around the legacy of the project for communities who had the project run through them but didn't have the benefits.
- Environment- Discussions around flood mitigation and other environmental topics.



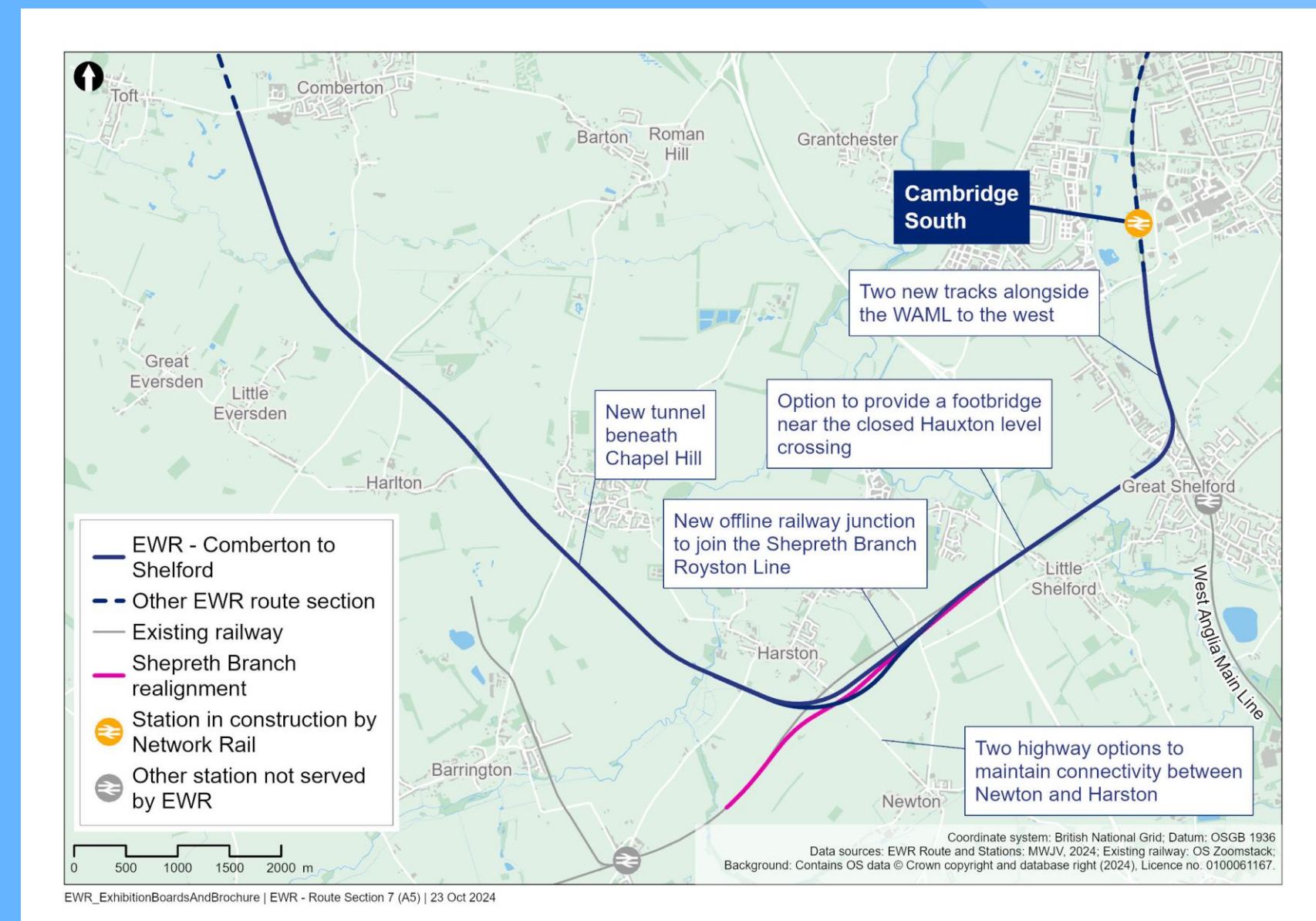
4. Update on the Proposals

Route section 7: Comberton to Shelford

This section of the route runs from the B1046 Comberton Road to Addenbrooke's Road, Shelford and is approximately 14.3km (8.9 miles) long.

A summary of work proposed between Comberton and Harston includes:

- Construction of two new railway tracks between Comberton and Harston
- Construction of new overbridges and underbridges for road, track and path crossings

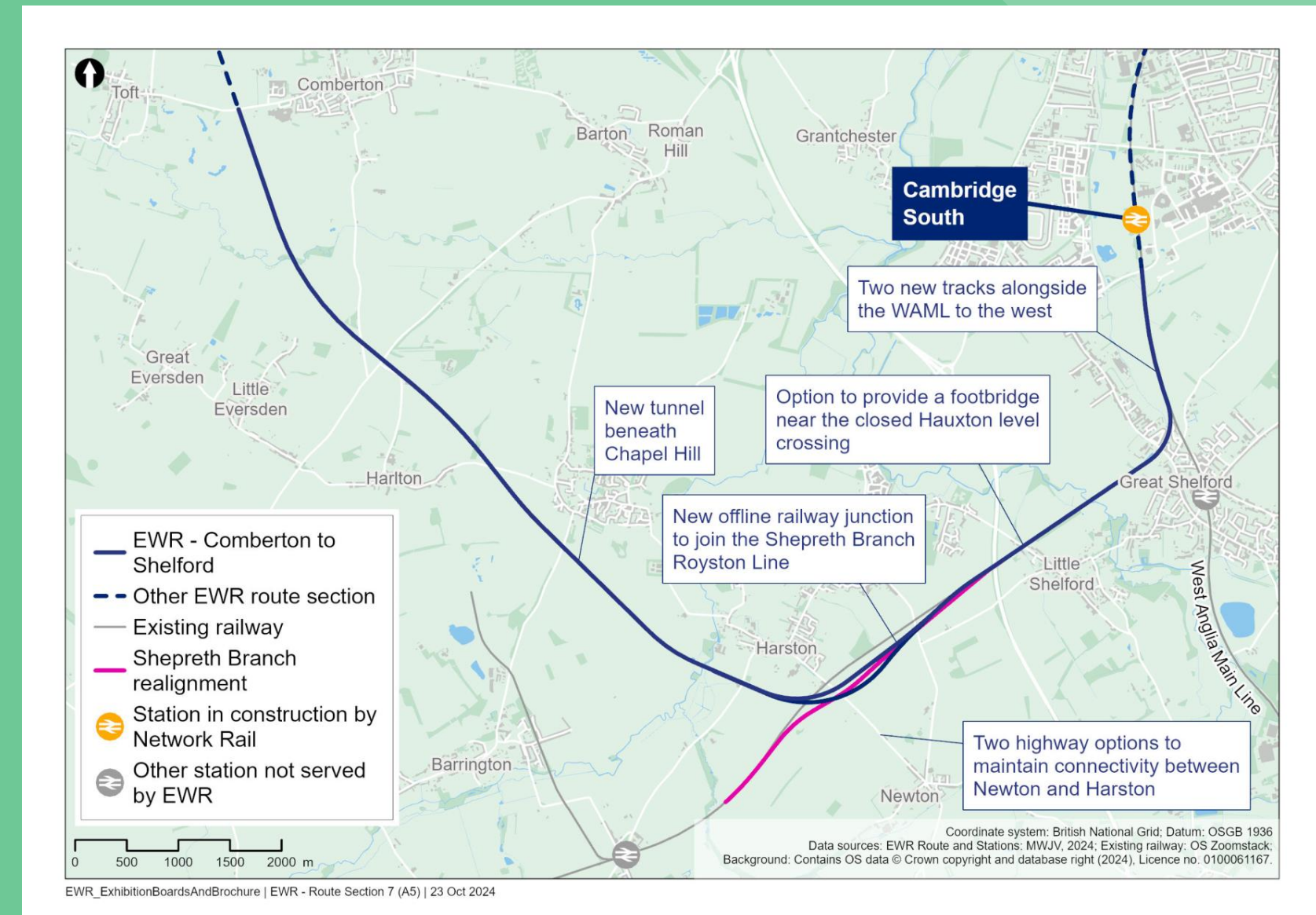


Route section 7: Comberton to Shelford

Route section 7: Comberton to Shelford (continued)

A summary of work proposed between Harston and Shelford includes:

- Construction of a grade separated junction (referred to as Hauxton Junction) and realignment of the Shepreth Branch Royston Line, south of Harston
- Construction of passing loops at Hauxton junction
- Modifications to Shepreth Junction and construction of two new tracks alongside the existing WAML (N.B. *Shepreth Junction will remain at-grade*)
- Closure of level crossings in the Harston and Hauxton area
- Realignment of the A10 onto a bridge over the new railway



Route section 7: Comberton to Shelford

Approach to the environment

Protecting the environment is a fundamental part of our decision making when developing our proposals, and in doing so we will continue to take a proactive approach to avoid, reduce or compensate for potential negative environmental impacts to deliver a sustainable railway.

We remain committed to the environmental principles outlined as part of the 2021 non-statutory consultation. Since then, we have prepared an Environmental Sustainability Strategy which contains six environmental sustainability pillars. Each pillar has an associated ambition and definition.



Approach to the environment - continued

Consideration of the potential likely environmental impacts of the proposals and mitigations are described in the **Environmental Update Report** (which will be presented as part of this consultation).

For the statutory consultation, a **Preliminary Environmental Information Report** will be shared, and an **Environmental Statement** will then be submitted as part of the Development Consent Order.

Throughout this process, design development and Environmental Impact Assessment will continue, making use of information gathered through surveys.



Homes, land and property

When developing the designs for East West Rail, we've tried to reduce potential impacts on land and property owners where possible. Where we can, we will use existing railway land to build and operate the railway, but we will also need to use other land along the route including homes, businesses and agricultural land.

As we develop our proposals, we are seeking to reduce the impact on land, property owners, sensitive environmental features and historic landscapes.

The proposals we're presenting at this consultation show the extent of land that has been identified at this stage as potentially needed for the railway. The Secretary of State for Transport will safeguard land in this area, triggering statutory blight provisions.

For property owners not eligible to serve a blight notice, they may be able to apply to us to buy their property under the Need to Sell Property Scheme.

Land Interest Questionnaires (LIQs)

What is an LIQ?

An LIQ is essentially a questionnaire to confirm land ownership and ensure that HM Land Registry is correct.

LIQs are an essential part of the planning process for projects like East West Rail. They help identify who owns, occupies and uses land that may be affected by the railway – and it means we can keep people fully informed about our consultations and the planning process. Receiving an LIQ does not devalue a property or affect house sales.

Who has received an LIQ?

We've sent LIQs to people who might hold an interest in land potentially affected by the railway, which are based on recent Land Registry and desktop searches. For example, the Project may affect land in different ways, such as the proximity to the railway corridor or land on the preferred route alignment that may be required for the Project or impacted by the operation of the railway when constructed. **It's important to note that receiving a LIQ does not necessarily indicate we will need to acquire or use somebody's land.**

If you have any questions related to LIQs, you can get in touch with EWR's Land team at: land@eastwestrail.co.uk



5. Design Feedback Sessions

Session One – Design

- **Hauxton Junction**
 - Junction analysis /options
- **Hauxton road crossing**
 - Including footbridge options
- **Newton footbridge**
- **Works**
 - New tracks on the WAML
 - Design configuration (passing loops)

Session Two – Connectivity

- **Active travel**
 - Active travel routes
 - Public Rights of Way (diversions and opportunities)
 - Interface/ alignment with existing projects e.g. GCP
- **Hauxton Level Crossing closure**
 - The two proposed options
 - How to keep the community connected

AOB / Questions?

Thank you

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west
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