

Appendix 3: Table 3.1 – Approach to Cambridge – Northern Approach to Cambridge (concerns and suggestions)

Matter Raised	EWR Co Response
Concerns raised that there are more genuine challenges for the northern route, compared with the southern route, e.g. impact to agricultural land, complex road and flood zone crossings, four-tracking the line into Cambridge, topography, embankments, viaducts, floodplain north of the A14, existing travel/urbanisation pressures, planning developments, plan for level crossings, costly and intrusive infrastructure required at A14 Girton interchange	<p>EWR Co acknowledges that building a new railway will bring its challenges. As respondents have highlighted there are a number of construction related challenges that are associated with a Northern Approach to Cambridge (NATC).</p> <p>Although the NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report required construction of a new bridge over the River Cam and A14, and rebuilding or modification of A1134, Coldham's Lane and Mill Road bridges, the decision to move away from a service pattern with even 15 minute intervals between trains means that there is no longer a need to expand the WAML from two to four tracks through Cambridge, except for the section between Cambridge station and Coldham's Lane. This means that only the Mill Road bridge would potentially need to be replaced.</p> <p>However, the NATC still requires crossing of flood plains between Cambridge and Cambourne, crossing the eight lane A14 at Girton, closure of the Chesterton and Milton Fen level crossings, crossing the A10, and crossing the guided busway. The decision to continue to prefer the SATC avoids these issues associated with the NATC.</p>
Concern raised that a northern route would create a disjointed and busy transport environment that would deter active travel	<p>The impact of the Project on existing highways, PRoW and private access roads has been considered as part of the design and assessment of route alignment options. EWR Co is seeking to maintain existing highway connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises the impact on communities.</p> <p>EWR Co is committed to the encouragement of active travel and is focused on integrating this with existing and future regional and local plans and planning strategies. EWR Co is committed to facilitating a real step-change in the quality of active transport infrastructure throughout the EWR corridor, so that travelling by bike and on foot becomes a realistic and attractive choice for short journeys. Such facilities could then serve as a catalyst for greatly improved active transport infrastructure nationwide and would bring the associated health and economic benefits to the communities that it serves.</p> <p>Options for active travel could include new and improved walking and cycling routes, new or altered bus services and on-demand services that could provide a door-to-door service between the station and a customer's destination, timed to connect with the train service. This will also include, for example, associated cycle storage requirements at stations. More information will be provided at the statutory consultation.</p>
Concerns raised that the northern route crossing of the 8 lane A14 twice, M11, B1049, A10 and guided busway would cause significant impact to the road traffic system, including congestion and road closures	<p>As respondents have highlighted, there are a number of construction related challenges that are associated with the updated NATC, although the NATC would not cross the M11 and only requires new infrastructure for one crossing of the A14 (north of Girton) (the route would pass under the A14 south of Milton using the existing underpass).</p> <p>EWR will prepare a Transport Assessment to consider the impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic.</p> <p>The potential impact of these features of the NATC were considered during the design process. The decision to continue to prefer the SATC avoids these issues associated with the NATC.</p>
Concerns raised about four tracking the route from Cambridge to Cambridge North, including the complexities of dealing with the four tracking of the WAML	<p>The NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report required two extra tracks to be built along the existing West Anglia Mainline (WAML), making it a four-track railway between the new Milton Junction and Cambridge station.</p> <p>By removing the requirement for the new EWR services to run at even 15 minutes intervals, a design has been developed which does not require four-tracking of the railway through Cambridge. There is only one section of four-tracking in the updated NATC design</p>

Matter Raised	EWR Co Response
	between Coldham's Lane and Mill Road Bridge. This can be developed within the existing railway boundary. The four trains per hour could be delivered using the existing two WAML tracks along the remainder of the route from Coldham's Lane to Milton.
Concerns raised that Northstowe station is actually located in Oakington. Furthermore, Oakington and Westwick is a separate entity, independent from Northstowe and a station, if built, should be called Oakington and Westwick. Planning principles for Northstowe is that there should be 200m green separation from Oakington. Therefore, the station would have to be at least 200m away from any built up part of Oakington.	<p>EWR Co acknowledges that a new intermediate station in this area would be separated from the main built-up area of Northstowe, being closer to the current village of Oakington. However, the decision to continue to prefer the SATC means that EWR Co will not be providing a new station in this area.</p> <p>The final names for the new EWR stations have not yet been selected.</p>
Concerns raised that a northern approach to Cambridge, when compared with a southern approach, does not provide as much economic benefit, is less able to satisfy the overall objectives of EWR and also presents more operational difficulties	<p>EWR Co will, where possible, try to quantify the impact of East West Rail on the wider economy, specifically its impact on economic growth, investment, jobs, housing, and connectivity across both the region and the country. This will form part of the strategic and economic case for the scheme and will be included within the Business Case process.</p> <p>EWR Co considered how the proposed route alignments would contribute to enabling housing and economic growth. Both the updated NATC and the SATC afford access to high quality jobs, and the forecast development of both sides of Cambridge will only see these numbers increase. However, a key advantage of the SATC is that it would enable the new EWR trains to directly serve both Cambridge South, next to the Cambridge Biomedical Campus, and at Cambridge North (with some relatively minor improvements to the station). This is not the case for the NATC.</p> <p>Regarding operational difficulties, as explained in Appendix F of the Non-Statutory Consultation Technical Report, any future services on a northern approach utilising the EWR lines to travel further east to Norwich and Ipswich could not do so without reversing manoeuvres at Cambridge station and without the construction of further infrastructure to enable these onward journeys. This would still be the case for the updated NATC.</p>
Concerns raised about additional construction costs and activities that would be required for the northern route – (e.g. traversing major roads (A10, A14) trenching, negotiating flood plains and 4 tracking), which would make the route more expensive and disruptive.	<p>Construction cost is only one of a number of factors which EWR Co has been considering. Although the NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report was expected to be more expensive to build, the updated NATC is expected to have a slightly lower construction cost than the SATC. This is due to the reduction in the anticipated amount of four-tracking required to the WAML in Cambridge and reduction in viaducts and embankments. This also removes the need to construct a new bridge over the River Cam and A14, and rebuilding or modification of A1134, Coldham's Lane and Mill Road bridges, although Mill Road bridge may still need to be replaced if a NATC were to be chosen.</p> <p>The decision to continue to prefer a SATC will avoid these issues associated with the NATC.</p>
Concerns raised about the impact of the northern route on well used green open spaces	<p>EWR Co appreciates the concerns around the impacts on the countryside and will work to identify and reduce impacts and protect the countryside wherever reasonably practicable. EWR Co recognises that the countryside, parks and green spaces, and access to them is important and will work to reduce the impact of the scheme. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and, where this isn't possible, seeking to reduce and mitigate impacts and if necessary, providing compensation where feasible.</p> <p>The decision to continue to prefer the SATC means that any impacts on green spaces that would have arisen on an NATC will be avoided.</p>

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Suggestion that local amenities and green space should be protected, specifically The Garden Centre, cemetery and the Recreation Ground at Oakington and Milton Country Park	<p>Regardless, EWR Co appreciates the concerns around the impacts on the countryside and will work to identify and reduce impacts and protect the countryside wherever reasonably practicable. EWR Co recognises that the countryside, parks and green spaces, and access to them is important and will work to reduce the impact of the schemes. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and, where this isn't possible, seeking to reduce and mitigate impacts and if necessary, providing compensation where this is feasible.</p> <p>The decision to continue to prefer the SATC means that any impacts on local amenities and green space, including these areas, that would have arisen on an NATC will be avoided.</p>
Concerns raised about the impact of the northern route on 14-acre woodland (Edwards Wood)	<p>EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife, including priority habitats such as woodland and ancient woodland as well as parks and greenspaces. As part of EWR Co's commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. The project has committed to delivering biodiversity net gain which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development which includes woodland. Further information on plans for achieving biodiversity net gain will be provided during future phases of consultation.</p> <p>The decision to continue to prefer the SATC means that any impacts on Edwards Wood will be avoided.</p>
Concern raised about impact of northern route on iron age settlement between Milton and Landbeach and associated heritage sites	<p>EWR Co understands the concerns around the impact of the proposals on heritage and historic buildings. EWR Co will avoid or reduce direct impacts on the most sensitive nationally and internationally designated heritage assets during the activities.</p> <p>To do this, consideration will be given to the setting and context of historic and cultural assets including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes. As far as is reasonably practicable, EWR Co will aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity such as Scheduled Ancient Monuments, Grade I and Grade II listed buildings and parks and gardens.</p> <p>The decision to continue to prefer the SATC means that any impacts on heritage sites between Milton and Landbeach will be avoided.</p>
Concerns raised that infrastructure and associated construction requirements needed for northern route would make carbon neutrality a significant challenge	<p>Due to the greater length of viaduct and embankments required in the NATC design presented within Appendix F of the Non-Statutory Consultation Technical Report, the NATC would have greater embedded carbon and require far more imported materials. The updated NATC design has significantly lower embodied carbon due to reducing the bridge and embankments through the countryside and reduced works within Cambridge.</p> <p>As compared to the SATC scheme, which includes greater earthworks and crossings, the embodied carbon of the updated NATC is potentially lower than that of the SATC scheme</p>
Concerns raised that a change of direction at Cambridge, which would be required for the northern route, would result in longer journey times and consumption of energy and therefore increased emissions, compared with the southern approach	<p>The NATC is approximately 1km longer than the SATC and journey times to Cambridge Station would be one minute longer via the NATC.</p> <p>As detailed in Section 3.5 of the Non-Statutory Consultation Technical Report, environmental factors, including greenhouse gases, have been considered as part of developing the proposed route alignments. However, EWR Co does not consider that operational emissions are likely to be a differentiating factor. Nevertheless, the decision to continue to prefer the SATC means that the new EWR trains will have an overall shorter journey length compared to the NATC.</p>
Concern raised that the northern route will impact new infrastructure e.g. Cambridge North Station and some not yet complete developments e.g. Chisholm Trail, which will be wasteful and ultimately increase the EWR carbon footprint	<p>The NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report required significant infrastructure and systems modifications, including two new platforms at Cambridge North station. The updated NATC would not require additional tracks in this area, but the station would need be upgraded to afford operational flexibility. This would involve the conversion of the current bay platform to a through platform with north and south turnback capabilities.</p>

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	<p>The updated NATC is not expected to impact the existing Chisholm Trail, although there would likely be an impact on the proposed extension of the Chisholm Trail between Coldham’s Lane and Cambridge Station due to the constrained nature of the area and the requirement to increase the number of tracks between Coldham’s Lane and Mill Road to four.</p> <p>The decision to continue to prefer the SATC means that these impacts will be avoided.</p>
Concern raised over potential for loss of village life and severing of communities	<p>In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people’s homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>The decision to continue to prefer the SATC means that any impacts of the NATC on villages and communities north and northwest of Cambridge will be avoided.</p>
Concern raised over impact on local schools and children’s health, with Histon mentioned specifically	<p>Environmental impacts – and potential resulting impacts on human health – will be considered throughout scheme development with the aim of avoiding and then reducing them where possible through the design. In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities and, in particular, people’s homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts that cannot be avoided and work closely with people who could be affected.</p> <p>The NATC would have passed approximately 750m away from the new location of the Histon and Impington Park Primary School. The decision to continue to prefer the SATC means that impacts on this school and children’s health in this area will be avoided.</p>
Concern over villages becoming more urbanised – e.g. creation of a ‘Greater Camborne’ if Cambourne North were to become a reality	<p>EWR Co has taken into consideration a number of factors when assessing the different station location options, including potential housing delivery opportunities for each location, as well as a qualitative summary of potential housing deliverability challenges.</p> <p>EWR Co has also considered the potential for coalescence of smaller villages along the route, due to an increase in development. As stated in paragraph 9.6.28 of the 2021 NSC Technical Report, a station at Cambourne North and the subsequent housing and economic development is expected to be able to retain separation from and between existing settlements.</p> <p>EWR Co is not promoting housing development, and the allocation of land for development is a matter for local planning authorities. Any future development brought forward would need to take account of all relevant planning considerations, such as proximity to existing settlements and would be addressed through the normal planning processes. Effects upon the identity of smaller villages and towns as a result of development is a matter for the assessment of those developments and not for EWR.</p>
Concern that a northern approach would encourage further development, which is seen as undesirable	<p>Enabling housing growth and contributing to transformational growth within the Oxford to Cambridge area is a key part of EWR’s purpose. EWR Co has considered not only how the railway might interact with existing housing and current projects, but how it might best support future housing development by providing cost-effective, sustainable and accessible public transport options for new residents and settlements.</p> <p>However, whilst the location of EWR stations might facilitate this, it is important to note that the railway is also intended to provide new connections for existing settlements, residents and businesses – not just future development. EWR Co is not promoting housing development, and the allocation of land for development is a matter for local planning authorities. Any future development would be brought forward through the normal respective planning processes, not EWR.</p> <p>The opportunity to support economic growth in Cambridge, especially near Cambridge South and at the Biomedical Campus, is a key reason why the SATC remains EWR Co’s preferred option.</p>
Concerns raised that the impact of the northern route on local businesses could be significant (e.g. Stanton	<p>The decision to continue to prefer the SATC means that any impacts on local businesses which would have arisen as a result of the NATC will be avoided.</p>

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Farm Day Nursery, High Street, Landbeach, Sunclose Farm (Fruit) at Butt Lane, Milton)	
Concerns raised that many of the villages that would be impacted would not realise any benefits from EWR	EWR Co expects the new rail link to support significant local economic growth that will benefit individuals, communities, educational and research establishments, and businesses. EWR will provide increased connectivity to households and businesses across the route. For households, residents will benefit from decreased journey times to areas along EWR, and workers will be better connected to additional job opportunities along the route. Furthermore, businesses will be able to attract an increased pool of labour due to the reduction in journey time from areas along the EWR route. EWR Co considered that the decision to continue to prefer the SATC is more likely to advance these aims.
Concern raised regarding impact of increased noise and air pollution on local villages	<p>EWR Co recognises noise, vibration, increased traffic and air pollution from both the construction and operation of a railway is an important issue for local communities. The potential effects of these will be considered as EWR Co develop the designs for the project, and EWR Co will consider measures to reduce potential adverse impacts. For noise and vibration, this will include a choice of trains, track technology and noise barriers. For air quality, this will include considering what vehicles and equipment will be used during the construction and operation of the railway, the routes construction vehicles will take to work sites, as well as how to manage work sites to avoid and reduce any dust creation. The project team will work with Local Authorities to understand existing and future traffic patterns, as well as different ways for customers to access stations.</p> <p>In relation to the air quality impacts, the updated design for NATC is considered to perform less well than a SATC due to additional works within the Air Quality Management Area north of Cambridge Station.</p> <p>The decision to continue to prefer the SATC means that the impacts of the NATC on local villages in this area will be avoided.</p>
Concern raised about impact on local communities, specifically regarding wellbeing following the pandemic and the visual impact associated with the proposals	<p>Assessing the impact of the project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required.</p> <p>Due to the greater length of viaduct and embankments required in the NATC design presented within Appendix F of the Non-Statutory Consultation Technical Report, the NATC was considered to have a greater visual impact than the SATC. The updated NATC design has reduced bridge and embankments through the countryside and reduced works within Cambridge and as a result is considered to perform better than the SATC in this regard. However, the decision to continue to prefer the SATC means that these impacts of the NATC will be avoided in any event.</p>
Concerns raised that access to woodland near Dry Drayton would be impacted	The NATC would have affected at least two public rights of way (PRoW) in this area, between Park Lane & Madingley Road and Oakington Road & The Avenue. The decision to continue to prefer the SATC means that impacts on these PROWs and access to woodland near Dry Drayton will be avoided.
Concerns raised that the northern approach appears to have greater impacts on livelihoods, higher costs and increased risk, compared with the southern approach	<p>EWR Co expects the new rail link to support significant local economic growth that will benefit individuals, communities, educational and research establishments, and businesses. EWR will provide increased connectivity to households and businesses across the route. Businesses will be able to attract an increased pool of labour due to the reduction in journey time from areas along the EWR route. For households, residents will benefit from decreased journey times to areas along EWR and workers will be better connected to additional job opportunities along the route.</p> <p>Both routes proposed for the approach to Cambridge afford access to high-quality jobs, and the forecast development of both sides of Cambridge will only see these numbers increase, although only the SATC would enable the new EWR trains to serve all three stations in Cambridge directly (Cambridge North, Cambridge and Cambridge South).</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton, respectively). Both would also involve</p>

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	<p>works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall, although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC, i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential to impact the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>Although the NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report was expected to be more expensive to build, the updated NATC is expected to have a slightly lower construction cost than the SATC. This is due to the reduction in works in Cambridge and reduction in viaducts and embankments.</p> <p>The decision to continue to prefer the SATC means that these impacts will be avoided.</p> <p>Though different risks are associated with the southern and northern approaches this would not in itself differentiate between them.</p>
Concerns raised that the northern approach would have an impact on the environment and result in irreversible damage	<p>EWR Co considers the importance of environmental sustainability in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts. EWR Co is determined to be an industry leader in environmental sustainability across the whole life cycle of the project. EWR Co aims not just to reduce impact but to realise opportunities to enhance the environment in line with the Government's 25-Year Environment Plan and EWR Co's own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience of the infrastructure; and to contribute to the wellbeing of communities and customers.</p> <p>The decision to continue to prefer the SATC means that the environment that would have arisen from the NATC will be avoided.</p>
Concern that proposals for the northern approach would impact the local environment in the area north of the A428 at Cambourne and also at Knapwell	<p>EWR Co has taken into consideration a number of factors when assessing the different station location options, including potential housing delivery opportunities for each location, as well as a qualitative summary of potential housing deliverability challenges. On balance, development around the Cambourne North station would require fewer or less significant mitigation measures than around Cambourne South. EWR Co has also considered the potential for coalescence of smaller villages along the route due to an increase in development. A station at Cambourne North and the subsequent housing and economic development is expected to be able to retain separation from and between existing settlements.</p> <p>The NATC and SATC share the same alignment until they are east of Cambourne and are approximately 2km from Knapwell. The preferred route alignment north of Cambourne would run parallel to the A428. This could also help to reduce some adverse impacts of the scheme. Visual changes to the landscape would be concentrated in the A428 corridor rather than in areas not already subject to development, and there may be the opportunity to combine landscaping and other environmental mitigation measures.</p> <p>In these circumstances, this would not be a differentiating factor between the NATC and the SATC.</p>
Concern there would be a significant impact to the greenbelt, protected woodland and green spaces e.g. Milton country park	<p>Cambridge is surrounded by a designated green belt, which means that the railway would pass through it no matter which approach to the city is preferred. However, EWR Co appreciates the concerns around the impacts on the green belt and will seek to avoid, reduce and mitigate adverse impacts to green belt land and protect it as far as is reasonably practicable.</p>

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	<p>EWR Co recognises that the countryside, parks and green spaces, and access to them is important and will work to reduce impacts. The decision to continue to prefer the SATC means that impacts on Milton Country Park will be avoided.</p> <p>EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland, and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and, if necessary, looking at compensation. At this stage, the project is primarily focused on trying to avoid and reduce impact by making decisions that help 'design out' the potential for environmental impacts. So, for example, as a result, all alignments have avoided direct impacts on key national features including known ancient woodland. The project has committed to delivering biodiversity net gain, which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development, which includes woodland.</p> <p>The decision to continue to prefer the SATC means that impacts on these environmental features in the area north and northwest of Cambridge will be avoided.</p>
<p>Concern raised about where the northern route passes through SSSIs and grade-listed buildings</p>	<p>EWR Co will avoid direct impacts on the most significant nationally and internationally designated environmental assets including, National Nature Reserves (NNRs), Ramsar Sites, Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs) and candidate Special Areas of Conservation (cSACs), Special Protection Areas (SPAs) and candidate Special Protection Areas (cSPAs), Ancient Woodland and Veteran Trees. The Northern approach to Cambridge would not have impacted any SSSIs between Cambourne and Cambridge.</p> <p>EWR Co will also seek to avoid or minimise direct impacts on the most sensitive nationally and internationally designated heritage assets during construction activities. Consideration will be given to the setting and context of historic and cultural assets, including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes. As far as is reasonably practicable EWR Co will aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity, such as Scheduled Ancient Monuments, Grade I and Grade II listed buildings and parks and gardens. In order to do this, early identification and surveys of those assets most likely to be affected has been and will continue to be carried out so the scheme can be designed to avoid these and where this is not possible, incorporate appropriate mitigation measures into the design and heritage assets. The Northern approach to Cambridge would not have directly impacted any listed buildings between Cambourne and Cambridge, except Cambridge station (Grade II listed), which may require modification. However, this would also apply to the SATC and does not differentiate between them.</p> <p>The decision to continue to prefer the SATC means that impacts on these heritage assets will be avoided.</p>
<p>Concern that the northern approach would encourage further housing developments across flood plains and impact drainage and sewerage</p>	<p>Enabling housing growth and contributing to transformational growth within the Oxford to Cambridge area is a key part of EWR's purpose. EWR Co has considered not only how the railway might interact with existing housing and current projects, but how it might best support future housing development by providing cost-effective, sustainable and accessible public transport options for new residents and settlements.</p> <p>However, whilst the location of EWR stations might facilitate this, it is important to note that the railway is also intended to provide new connections for existing settlements, residents and businesses – not just future development. EWR Co is not promoting housing development and the allocation of land for development is a matter for local planning authorities. Any future development brought forward would need to take into account considerations such as flood risk, drainage, sewerage, and the proximity to existing settlements, addressed through their respective planning processes.</p>
<p>Concern about the impact of the northern route on flood plains and drainage</p>	<p>The NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report included a 3.4km viaduct due to concerns regarding flooding and crossing above existing roads. The updated NATC design has taken account of flooding using desk top information. Whilst the further work that EWR Co has undertaken indicates that the length of the viaduct could be reduced, with the railway still remaining above-predicted flood levels, through measures such as reconstructing local roads and the guided busway to cross above the railway on bridges, a greater area of route would be within flood zones compared to the SATC, which would</p>

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	<p>require extensive mitigation of the infrastructure itself to ensure resilience and avoid potential up- and down-stream flood impacts and increasing flood risk elsewhere. The updated NATC would still perform less well than the SATC in this regard.</p> <p>The decision to continue to prefer the SATC means that these impacts will be avoided.</p>
<p>Concerns raised about knock-on effect of infrastructure on flood plains and flooding risk within surrounding villages e.g. Elsworth already suffers, in addition to Dry Drayton, Oakington, Histon, Cottenham</p>	<p>For the NATC, a greater area of the route would be within flood zones, which would require extensive mitigation of the infrastructure itself to ensure resilience and avoid potential up and downstream flood impacts and increasing flood risk elsewhere. The decision to continue to prefer the SATC means that impacts on flood risk for these villages north and northwest of Cambridge will be avoided.</p>
<p>Concern that if the northern route was preferred there would be a need for a junction with the existing West Anglia Main Line (WAML), which would be located north of Milton and sit on a floodplain.</p>	<p>The NATC would have a junction with the WAML at Milton which is in a floodplain. The presence of new infrastructure within a large area of floodplain would require extensive mitigation of the infrastructure itself to ensure resilience and avoid potential up- and down-stream flood impacts and increasing flood risk elsewhere.</p> <p>The decision to continue to prefer the SATC means that this impact will be avoided.</p>
<p>Concerns raised about visual impact of the northern route on the countryside, impacting views across landscape</p>	<p>Assessing the impact of the project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required.</p>
<p>Concerns raised about the visual impact of infrastructure where rail has to be on raised embankment/bridge e.g. across A14 and A1307</p>	<p>Assessing the impact of the Project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required.</p> <p>The updated NATC would still require a crossing the A14 and A1307 via either a large bridge or a viaduct, but the decision to continue to prefer the SATC means that landscape and visual impacts in the area north and northwest of Cambridge will be avoided.</p>
<p>Concern raised about the visual impact of crossing A428</p>	<p>Assessing the impact of the Project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required.</p> <p>The NATC would not cross the A428 between Cambourne and Cambridge. The SATC would need to cross the A428 near Highfield Caldecote, but EWR Co expects that this will be in an underpass which will reduce the visual impact compared to a bridge or viaduct.</p> <p>Accordingly, this is not a differentiating factor.</p>
<p>Concern raised about impacts on farmland and greenbelt. Suggestion that further work is required to minimise impacts, specifically around Dry Drayton and Madingley</p>	<p>Cambridge is surrounded by a designated green belt and farmland, which means that the railway would pass through it no matter which route alignment it uses to approach the city. However, EWR Co appreciates the concerns around the impacts on the green belt and farmland and will work to identify and reduce impacts and protect it wherever reasonably practicable.</p> <p>EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects where this isn't possible, seeking to reduce and mitigate impacts and, if necessary, looking at compensation. At this stage, the project is primarily focused on trying to avoid and reduce impact by making decisions that help 'design out' the potential for environmental impacts.</p>

Matter Raised	EWR Co Response
	The decision to continue to prefer the SATC means that impacts on green belt and farmland in the area north and northwest of Cambridge will be avoided, including around Dry Drayton and Madingley.
Concern raised that Mansell Wood may be significantly impacted	<p>EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and, where this isn't possible, seeking to reduce and mitigate impacts, and if necessary, providing compensation where this is feasible.</p> <p>The updated NATC would not be expected to directly impact Mansell Woods, however, the decision to continue to prefer the SATC would avoid any works in the vicinity of Mansell Woods.</p>
Concern raised over potential impact of proposals on 10-acre orchard, with trees that are over 100 years old, on the Northern edge of Histon	<p>EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife, including priority habitats such as woodland and orchards as well as parks and greenspaces. As part of EWR Co's commitment to changing the environment for the better, the company is thinking carefully about these habitats when designing the railway. EWR Co will seek to avoid, reduce and mitigate any potential adverse impacts on orchards as far as is reasonably practicable.</p> <p>The proposed alignment of the Northern approach to Cambridge would be in close proximity to the 10-acre orchard, and the intervention required to allow the Cottenham Road to cross the railway may affect the orchard. The decision to continue to prefer the SATC means that these impacts will be avoided.</p>
Concern raised about impact of light pollution from new stations/carparks	EWR Co recognises light pollution from both the construction and operation of a railway is an important issue for local communities. The potential effects of light pollution from the railway will be considered as EWR Co develop the designs for the project. For lighting, this will include considering the location and layout of lighting in stations, maintenance compounds, new access routes, construction compounds and work sites. Through the design, EWR Co will seek to avoid impacts on "sensitive receptors", such as nearby residential areas or ecological habitats. The decision to continue to prefer the SATC means that impacts in the area north and northwest of Cambridge will be avoided.
Concern that noise pollution will be far greater in the flat northern flood plains than undulating hills of the south	EWR Co is in the process of developing a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. Comprehensive assessments will be carried out and will use industry-leading computer modelling, which can incorporate information on local geology to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. The decision to continue to prefer the SATC means that impacts of noise on the area north and northwest of Cambridge will be avoided.
Concern raised that the impact of construction noise and potential demolition of buildings would be greater for the northern approach compared with the southern approach	The NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report anticipated the demolition of 39 – 85 properties. The updated design requires less extensive four-tracking of the WAML through Cambridge and is now expected to avoid the need for demolitions.
Concern raised that increased number of trains on railway, including both passenger and freight, will result in noise pollution	<p>EWR Co recognises noise and vibration from both the construction and operation of a railway is an important issue for local communities. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co is committed to considering measures that will reduce noise and vibration. This includes:</p> <ul style="list-style-type: none"> - Choice of trains - Track technology - Noise barriers – which form one of a number of mitigations that may be appropriate where tracks may create noise and vibration. <p>Comprehensive assessments will be carried out and will use industry-leading computer modelling. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals. This process involves identifying</p>

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	potentially significant adverse impacts resulting from the proposals, including the number of trains, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. Additionally, further detail will be provided on the freight strategy, and the approach to avoiding or reducing potential noise and vibration impacts from freight trains which may run on EWR during the statutory consultation.
Concern that the additional infrastructure required would create increases in noise pollution	Both the NATC and SATC will require additional infrastructure to be constructed, and this will inevitably lead to some impacts, including noise and vibration. Whilst EWR Co does not consider that this is in itself a differentiating factor, nevertheless, the decision to continue to prefer the SATC means that noise impacts on the area north and northwest of Cambridge can be avoided.
Concern that railway would pass very close to villages creating a lot of noise and vibration e.g. Dry Drayton, Caldecote, Oakington	<p>In developing the proposals, EWR Co has aimed to minimise the negative impact this may have on communities and, in particular, people’s homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>The decision to continue to prefer the SATC means that impacts on villages in the area north and northwest of Cambridge, including Dry Drayton and Oakington, will be avoided.</p> <p>EWR Co acknowledges that the proposed SATC would pass close to the northern end of Highfields Caldecote. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. Comprehensive assessments will be carried out and will use industry-leading computer modelling, which can incorporate information on local geology to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required.</p>
Request for additional information regarding planned mitigation for noise	<p>EWR Co recognises noise and vibration from both the construction and operation of a railway is an important issue for local communities. To help reduce impacts, EWR Co are following the environmental mitigation hierarchy by seeking to avoid significant adverse effects and where this isn’t possible, seeking to reduce and mitigate impacts and, if necessary, looking at environmental compensation measures. EWR Co will seek to include specific measures within the design to reduce the impact of the project on the surrounding environment during construction and operation.</p> <p>At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co is committed to considering measures that will reduce noise and vibration. This includes:</p> <ul style="list-style-type: none"> - Choice of trains - Track technology - Noise barriers – which form one of a number of mitigations that may be appropriate where tracks may create noise and vibration. <p>Further information regarding potential noise impacts and mitigation will be presented as part of the PEIR at statutory consultation, with a full Environmental Statement submitted alongside the DCO application. The Code of Construction Practice (CoCP) or an equivalent document will also outline measures to manage construction-related environmental impacts, including noise.</p>
Concern that a much higher number of properties, businesses and people would be affected by the northern route	<p>EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton, respectively). Both would also involve</p>

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	<p>works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall, although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC, i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential to impact the established traveller community in this area. Whilst EWR Co consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>In addition, whilst the amount of expected property demolition in central Cambridge that would be needed for an NATC has been reduced compared to the design presented in Appendix F of the Non-Statutory Consultation Technical Report (which envisages the demolition of 40 – 85 properties), the updated design would still require a number of residential properties on Mill Road to be demolished if reconstruction of the Mill Road overbridge is needed. The decision to continue to prefer the SATC means that these demolitions will be avoided.</p>
Concern over potential severance of villages	<p>In developing EWR's proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected. The updated NATC design would be in closer proximity to communities than the SATC and would also cross of a number of designated rights of way.</p> <p>EWR Co is seeking to maintain existing highway connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available that minimises the impact on communities.</p> <p>As described in section 4.2.5 of the Non-Statutory Consultation Technical Report, EWR Co will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation, but the decision to continue to prefer the SATC means that potential severance impacts for villages in the area north and northwest of Cambridge will be avoided.</p>
Concern raised that the northern route risks running through housing developments yet to be built, which contradicts government's new home ambitions	<p>The design aims to reduce and mitigate the impacts on developments. EWR Co has been monitoring the progress of new and emerging development plans across the area, including in Bedford Borough, Central Bedfordshire, South Cambridge District and Cambridge City, including the emerging Greater Cambridge Local Plan.</p> <p>The NATC would not have a direct impact on any identified local plan development allocations or current development proposals, whereas the SATC would only impact a small part of the north-eastern corner of the proposed Bourn Airfield development and it is considered most of the development could be delivered unimpeded. EWR Co does not consider that this would be material given the potential for the new railway to unlock wider housing and economic growth across the region.</p> <p>Since the 2021 Non-Statutory Consultation, the SATC design has also been amended to avoid having a direct impact on the Linden Homes development at All Angels Park.</p>
Concern that agricultural land will be affected e.g. through purchase, drainage, infrastructure being built	<p>EWR Co understands the importance of agriculture to the communities the railway will serve and the UK economy. EWR is focused on finding solutions that avoid, reduce or mitigate adverse impacts on land use and agricultural holdings. At each stage of the planning and development process, the company will assess the environmental impacts on important areas such as agricultural land (including best and most versatile (BMV) land) and the countryside. As part of this, EWR Co is exploring ways to reduce the impact of</p>

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	<p>the railway on agricultural land holdings and soil resources. To better understand how the land is used, EWR Co will continue to work with landowners, occupiers and land managers to gather information that will help inform the design process.</p> <p>The decision to continue to prefer the SATC means that impacts on agriculture and farmland in the area north and northwest of Cambridge will be avoided.</p> <p>Whilst the SATC may impact agricultural land and access for farm vehicles during construction, EWR Co will seek to ensure that appropriate and suitable access to severed land for farmers and farm vehicles is maintained, working closely with farmers and landowners to reduce and mitigate potential impacts. Utility diversions, protection and the relocation of farm irrigation infrastructure may be required but these works would be relatively short in duration, and EWR Co will work with farmers and landowners to ensure a comparable supply is maintained during construction.</p>
<p>Concerns raised regarding the impact of freight trains passing close to people’s properties, including impact on property value</p>	<p>In developing EWR’s proposals, EWR Co has aimed to minimise the negative impact this may have on communities and, in particular, people’s homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton, respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst EWR Co consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected. EWR Co recognises concerns about the impact of noise and vibration and is committed to considering measures that will reduce noise and vibration. This includes:</p> <ul style="list-style-type: none"> - Choice of trains - Track technology - Noise barriers – which form one of a number of mitigations that may be appropriate where tracks may create noise and vibration. <p>Comprehensive assessments will be carried out and will use industry-leading computer modelling, which can incorporate information on local geology to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. Additionally, further detail will be provided on the freight strategy and the approach to avoiding or reducing potential noise and vibration impacts from freight trains which may run on EWR, during a phase of statutory consultation.</p> <p>Compensation is also available for properties in proximity to the new railway which may be affected by various physical factors of the operation of the railway once it is in use, this is referred to as Part 1 compensation, for which EWR Co included a guide on the website – Guide to Part 1 claims EWR Co consulted on a proposed Need to Sell scheme at the same time as the main Non-Statutory Consultation and has introduced the Need to Sell Property Scheme which aims to assist eligible property owners who have a compelling need to sell while the EWR Project is in development and delivery, but who have been unable to do so other than at a</p>

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	<p>substantially reduced value because of the EWR Project. The Need to Sell Property Scheme is separate to the statutory blight notice process and (as the trigger for statutory blight is the submission of a DCO application) it provides early support for eligible property owners who can satisfy the criteria of the Need to Sell Property Scheme.</p> <p>The details for the Guide to the Need to Sell scheme are available here: The Guide to the Proposed Need to Sell Scheme</p>
<p>Concern that C2C and Bourn Airfield developments are not considered within the northern approach of EWR</p>	<p>In developing designs for the railway, EWR Co has had regard to other developments across the region, including at Bourn Airfield and the proposed C2C busway between Cambourne and Cambridge.</p> <p>The preferred SATC would only impact a small part of the north-eastern corner of the proposed Bourn Airfield development and it is considered most of the development could be delivered unimpeded. EWR Co does not consider that this would be material given the potential for the new railway to unlock wider housing and economic growth across the region, including the potential to facilitate future phases of the Bourn Airfield development where the provision of appropriate public transport links has been identified as a key requirement.</p> <p>EWR Co will continue to liaise with the C2C promoters so that design interfaces between the schemes can be appropriately managed and opportunities explored, but considers that the two schemes would be complementary: the C2C busway would enter Cambridge from the west, whereas EWR would provide direct connectivity to Cambridge South and the Biomedical Campus with the potential for EWR services to be extended north and east of Cambridge station in the future.</p>
<p>Concern that new stations (e.g. Cambourne) would require additional land use for car parks and access</p>	<p>The land required at stations will be compatible with delivering the station requirements and are expected to be the same for NATC and SATC routes. This is not a differentiating factor.</p>
<p>Concern of major disruption in the area for new or upgraded infrastructure required e.g. bridges to cross major roads A428, A14, A1307 and the guided busway</p>	<p>The NATC does not cross the A428 but bridges are expected to be required to cross over the A14 and A1307. The guided busway would also have to be reconstructed on a different alignment in order to cross above the railway. The decision to continue to prefer the SATC means that these impacts will be avoided.</p>
<p>Concern regarding potential disruption to active travel routes and public rights of way e.g. cyclists who travel from Bar Hill through Dry Drayton, access from Landbeach to Cambridge, Gunn Lane and the Westwick bridle-way</p>	<p>EWR Co is committed to the encouragement of active travel and is focused on integrating this with existing and future regional and local plans and planning strategies. EWR Co has considered the impact of the Project on existing highways, PRoW and private access roads as part of the design and assessment of route alignment options, including for routes mentioned by respondents. EWR Co is seeking to maintain existing highway connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available that minimises the impact on communities. As described in section 4.2.5 of the Non-Statutory Consultation Technical Report, EWR Co will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.</p> <p>The decision to continue to prefer the SATC means that impacts on active travel routes and PROWs in the area north and northwest of Cambridge, including those identified by respondents, will be avoided.</p>
<p>Concern that new stations (e.g. Cambourne) would overwhelm the local road systems with congestion</p>	<p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of the impact on strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at Statutory Consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>Traffic and the potential for congestion around stations is expected to be broadly similar for all station location options on both the NATC and SATC and will be further examined at the next stage of design.</p>

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Concerns raised that EWR will be competing with other infrastructure projects in the area – e.g. proposed A10 and guided busway upgrade	The guided busway and A10 would both cross the railway in the NATC design. EWR Co is working closely with interfacing transport schemes and where synergies are possible and will take advantage of these. In this regard, the decision to continue to prefer the SATC means that the new railway would complement these schemes: the A10 and guided busway improvements would improve connectivity in north Cambridge, whereas the SATC would provide direct connectivity to the new Cambridge South station and the Biomedical Campus.
Concern that some villages would be completely surrounded by major transport routes and that local connectivity will be impacted	<p>In developing EWR's proposals, EWR Co has aimed to minimise the negative impact this may have on communities. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of the impact on t strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the Statutory Consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p>
Concern that litter and fly tipping would increase as a result of the project	EWR Co does not accept that litter and fly tipping would increase as a result of the project and this does not differentiate between the NATC and SATC.
Concern raised that running the route through the A10 will increase the risk of accidents	<p>EWR Co acknowledges that a Northern approach to Cambridge would mean crossing the A10, north of Milton, either under or over the A10. The decision to continue to prefer the SATC means that this interaction will be avoided.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of the impact on strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the Statutory Consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p>
Concern that the proposals will result in reduced connectivity for communities within the surrounding area	<p>One of EWR's core priorities is to increase connectivity across the Oxford to Cambridge area. This includes consideration of local connectivity, bus services and customer experience while travelling to EWR stations within our station design work. We will promote and prioritise both active and sustainable transport modes, and will continue working with other organisations, including bus operators, to improve facilities, including interfaces and interchange with bus services at stations and provision of onward travel information. Car parking provisions will also be considered.</p> <p>As set out in Appendix F of the Non-Statutory Consultation Technical Report, both the NATC and SATC would interact with more-or-less the same number of road crossings. which means that there will be some impact regardless of which approach is selected. However, the decision to continue to prefer the SATC means that impacts in the area north and northwest of Cambridge will be avoided.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of the impact on strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the Statutory Consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p>

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Concern that the railway would decimate farmland where wildlife and birds are protected, with specific mention made of RSPB Hope Farm, Knapwell)	<p>EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts and will continue to consider how we can best avoid/mitigate impacts on wildlife sites. EWR Co is mapping where the new railway may cross and border habitats used by wildlife (including important protected species, such as badgers, great crested newts and birds) in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and, if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate.</p> <p>The proposed EWR railway alignment passes approximately 1km south of the southernmost boundary of RSPB Hope Farm. Consequently, EWR Co does not anticipate that there would be any direct impacts on this site.</p>
Railway will impact woodlands, greenbelts, nature reserves and farmland	<p>EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, providing compensation where feasible. At this stage the project is primarily focused on trying to avoid and reduce impact, by making decisions that help 'design out' the potential for environmental impacts.</p> <p>Cambridge is surrounded by a designated green belt and farmland which means that the railway would pass through it no matter which route alignment it uses to approach the city, although the highest-grade farmland is located to the northwest of Cambridge. Throughout the design process, EWR Co will seek to avoid, reduce and mitigate adverse impacts to green belt land and farmland as far as is reasonably practicable. The decision to continue to prefer the SATC means that this area will be avoided.</p> <p>EWR Co will also avoid direct impacts on the most significant nationally and internationally designated environmental assets including, National Nature Reserves (NNRs), Ramsar Sites, Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs) and candidate Special Areas of Conservation (cSACs), Special Protection Areas (SPAs) and candidate Special Protection Areas (cSPAs), Ancient Woodland and Veteran Trees. However, the need to re-align the guided busway to cross the railway on an NATC may affect Mansell Wood. Again, the decision to continue to prefer the SATC means that this impact will be avoided.</p>
Concerns raised regarding the impact of the proposals on biodiversity	<p>EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. As part of this, the project has committed to delivering biodiversity net gain along the Oxford to Cambridge area, and this could be delivered regardless of whether the NATC or SATC is taken forward.</p> <p>Whilst the SATC would pass through the landscape to the southeast of Cambourne within the CSZ of the barbastelle colony at Eversden and Wimpole Woods SAC, EWR Co considers that appropriate mitigation can be employed to avoid an adverse effect on the integrity of the SAC.</p>
Concerns raised regarding possible impact on local woodlands and associated wildlife, particularly bats, owls, muntjac and migrating birds	<p>EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland, ancient woodland and associated wildlife, and, where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage, the project is primarily focused on trying to avoid and reduce impact, by making decisions that help 'design out' the potential for environmental impacts.</p> <p>The need to re-align the guided busway so that it can cross the railway near Oakington may affect Mansell Wood. The decision to continue to prefer the SATC means that this impact, together with other potential impacts on wildlife in the area to the north and northwest of Cambridge, will be avoided.</p>
Concern raised regarding impact on sensitive low-lying habitats and also the displacement of wildlife from habitats e.g. grass snakes and adders near Northstowe	<p>EWR Co is mapping where the new railway may cross and border habitats used by wildlife, including important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys, including surveys of reptiles if required, is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid,</p>

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	<p>reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate.</p> <p>The decision to continue to prefer the SATC means that impacts on habitats and wildlife in the area to the north and northwest of Cambridge, including near Northstowe, will be avoided.</p>
<p>Concern that proposals would result in wildlife migration and movement barriers</p>	<p>EWR Co recognises the importance of ecological connectivity and reconnecting fragmented areas of habitat to strengthen them and promote the movement of wildlife. Green bridges, wildlife tunnels, SuDs, restoring woodland and creating new green areas and parks will be considered to mitigate severance of habitats, maintain historic features, improve connectivity, and positively integrate with landscape character.</p> <p>EWR Co is mapping where the new railway may cross and border habitats used by other important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys, including surveys of reptiles if required, is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate.</p> <p>The decision to continue to prefer the SATC means that impacts in the area to the north and northwest of Cambridge will be avoided.</p>
<p>Concern raised that the construction phase of the project will be the most disruptive and it will take impacted habitats a long time to recover</p>	<p>EWR Co is mapping where the new railway may cross and border habitats used by wildlife, including important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and, if necessary, compensate for identified impacts throughout the design of the railway.</p> <p>EWR Co considers the importance of environmental sustainability in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts. EWR Co is determined to be an industry leader in environmental sustainability across the whole life cycle of the project. Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice submitted alongside a Development Consent Order (DCO) application. In addition to the measures which EWR Co will apply during the construction of the works, the longer-term environmental impacts will also be considered in the design solution.</p> <p>EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of impact on designated sites, habitats and species. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the DCO application.</p>
<p>Concerns raised regarding impact on 14 acre woodland (Edwards Wood) at Dry Drayton</p>	<p>EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts and will continue to consider how we can best avoid impacts on woodland. The decision to continue to prefer the SATC means that impacts on Edwards Wood near Dry Drayton will be avoided.</p>
<p>Concern that railway would impact Park lane, Dry Drayton, Park Lane 8 acre field and the habitats that exist therein</p>	<p>EWR Co is mapping where the new railway may cross and border habitats used by other important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for</p>

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	<p>identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate.</p> <p>The decision to continue to prefer the SATC means that impacts in the area to the north and northwest of Cambridge, including near Dry Drayton, will be avoided.</p>
Concern that certain villages will be disproportionately affected by construction e.g. Dry Drayton and Oakington	The NATC alignment would pass close to villages located north and northwest of Cambridge, including Dry Drayton and Oakington. The decision to continue to prefer the SATC means that impacts on these villages will be avoided.
Concern that communities adjacent to the A14 have had years of disruption already, which would be exacerbated by the northern route	<p>The NATC alignment would pass close to some communities adjacent to the A14. EWR Co acknowledges that the disruption caused by the construction of EWR would also be in addition to that experienced by these communities during the recent A14 upgrade by National Highways.</p> <p>The decision to continue to prefer the SATC means that these impacts will be avoided.</p>
Concern that the northern route will take longer to build than the southern route	The NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report was expected to take longer to build than the SATC. Due to the reduction in works within the Cambridge area it is now expected that the overall programme for the NATC and SATC would be similar.
Concern that construction of a Northstowe station will mean the Oakington community will be surrounded by Northstowe works	A new station at Northstowe/Oakington was considered as a potential option for the NATC which would have needed further investigation should the NATC have been chosen as the preferred option. EWR Co agrees that the potential impact on Oakington could have been a particular concern in this regard, but the decision to continue to prefer the SATC means that this will be avoided.
Concern that adjacent villages will face long term disruption beyond the construction phase e.g. Dry Drayton	The NATC alignment would pass close to villages located north and northwest of Cambridge, including Dry Drayton. The decision to continue to prefer the SATC means that impacts on these villages will be avoided.
Concern of local traffic disruption when major infrastructure is constructed e.g. bridges over A14	<p>The construction of a major infrastructure project like EWR will inevitably have some impacts on the local transport network regardless of which approach to Cambridge is selected. EWR Co will prepare a Traffic Management Plan (TMP) following consultation with the relevant highway authority or other bodies. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, such as setting out the timing of traffic management measures.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at Statutory Consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>The construction of a major infrastructure project like EWR will inevitably have some impacts on the local transport network regardless of which approach to Cambridge is selected. EWR Co will prepare a Traffic Management Plan (TMP) following consultation with the relevant highway authority or other bodies. The TMP would include measures aimed at maintaining safety for road users and reducing the impacts of construction traffic, such as setting out the timing of traffic management measures.</p>
Concern over competing construction traffic and congestion linked to other projects on the same small roads	The EWR Environmental Impact Assessment and Transport Assessment will take account of the cumulative impacts of other projects. EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local, sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at Statutory

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	Consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.
Suggestion that further work is required to understand when construction would begin and what that means for impacts on local road	EWR Co agrees that further work is required in order to finalise the construction programme and assess impacts on local roads. EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation, but this does not in itself differentiate between the NATC and the SATC.
Concern that if the track is not electrified, the use of diesel trains will have a negative effect on air quality, with particular reference to potential impact on children's health (Histon)	<p>EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the UK Government, such as the Clean Air Strategy. The project team will work with Local Authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas.</p> <p>The team will seek to reduce the impact the new railway may have on air quality. This will include considering what vehicles and equipment will be used during the construction and operation of the railway, as well as how to manage work sites to avoid and reduce any dust creation. In 2018, the Government challenged the rail industry to produce a vision for the removal of all diesel-only trains from the network by 2040 and EWR Co is committed to running a sustainable railway in the long term, with reduced emissions, including for carbon, NOx and particulates. Therefore, the company is exploring how EWR Co can introduce new and emerging technologies in the long-term train fleet.</p> <p>The NATC would pass close to the village of Histon, including approximately 750m from the new location of the Histon and Impington Park Primary School. The NATC would pass approximately 750m from the new location of the Histon and Impington Park Primary School. The decision to continue to prefer the SATC means that impacts in this area will be avoided.</p>
Concerns raised regarding the impact of the proposed new rail line on air quality in surrounding villages	<p>EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the UK Government, such as the Clean Air Strategy. The updated design for NATC would have additional works within the AQMA areas north of Cambridge Station. The project team will work with Local Authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas.</p> <p>The team will seek to reduce the impact the new railway may have on air quality. This will include considering what vehicles and equipment will be used during the construction and operation of the railway, as well as how to manage work sites to avoid and reduce any dust creation.</p> <p>The decision to continue to prefer the SATC means that impacts on villages in the area north and northwest of Cambridge will be avoided.</p>
Concern that routes from Cambourne North would have a noise and pollution impact on the villages they go through e.g. Highfields Caldecote	<p>Both the NATC and SATC would serve a station at Cambourne North and pass close to the northern edge of Highfields Caldecote, although the SATC would be closer. The NATC would be closer to other villages in the area north and northwest of Cambridge.</p> <p>In developing EWR's proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected. EWR Co recognises concerns about the impact of noise and vibration and is committed to considering measures that will reduce noise and vibration. This includes:</p> <ul style="list-style-type: none"> - Choice of trains - Track technology - Noise barriers – which form one of a number of mitigations that may be appropriate where tracks may create noise and vibration.

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	<p>EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the UK Government, such as the Clean Air Strategy. The updated design for NATC would have additional works within the AQMA areas north of Cambridge Station. The project team will work with Local Authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals.</p> <p>The team will seek to reduce the impact the new railway may have on air quality. This will include considering what vehicles and equipment will be used during the construction and operation of the railway, as well as how to manage work sites to avoid and reduce any dust creation. EWR Co will work with Local Authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas.</p>
<p>Concern raised that the northern route would impact ancient woodlands and open spaces, specifically Mansell Wood, The Centenary Wood and the ancient right of way, Gun's Lane</p>	<p>Based on the current design, the NATC alignment would not pass through Mansell Wood directly, although the need to re-align the guided busway to pass over the new railway may affect it. There would be no direct impact on the Centenary Wood. The NATC alignment would also cross Gun's Lane.</p> <ul style="list-style-type: none"> • The decision to continue to prefer the SATC means that impacts on woodland and open spaces in the area north and northwest of Cambridge will be avoided. The alignment passes approximately 100m from the wood. However, the intervention required to allow the guided busway to cross the railway may affect the Wood. • passes approximately 200m from the Centenary Wood. • Crosses over Gun's Lane. EWR Co is seeking to maintain existing highway connections wherever feasible. Where it is not feasible to retain existing highways, PRow and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises the impact on communities.
<p>Concern that local amenities and leisure businesses would be impacted e.g. Oakington garden centre, riding school in Dry Drayton</p>	<p>In developing EWR's proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>The decision to continue to prefer the SATC means that impacts on local amenities and businesses in the area north and northwest of Cambridge, including Oakington garden centre and the Dry Drayton riding school, will be avoided.</p>
<p>Concern raised that the northern route would impact the proposed Cambridge Country Park and Sport Lakes</p>	<p>In developing EWR's proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>The decision to continue to prefer the SATC means that impacts on the proposed country park and sport lakes north of Cambridge will be avoided if these developments come forward.</p>
<p>Concern raised regarding impact on greenspace, woodland and countryside associated with local villages e.g. Knapwell</p>	<p>EWR Co recognises that the countryside, parks and green spaces, and access to them is important and will work to reduce impacts. EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage the project is primarily focused on trying to avoid and reduce impact, by making decisions that help 'design out' the potential for environmental impacts.</p> <p>The NATC and SATC alignments would both be roughly the same distance from Knapwell and would have broadly the same impact in this area which means that this is not a differentiating factor.</p>

Matter Raised	EWR Co Response
Concern raised that northern route would impact community connectivity	In developing EWR's proposals, EWR Co has aimed to minimise the negative impact this may have on communities, including on local connectivity. The decision to continue to prefer the SATC means that impacts on communities in the area north and northwest of Cambridge will be avoided.
Concern raised that the northern route would run close to Dry Drayton and impact the main route out of the village	Whilst the NATC route would run near the eastern edge of Dry Drayton, the decision to continue to prefer the SATC means that there will be no impact on access routes to the village.
Concern raised that quality agricultural land will be adversely affected as a result of environmental and ecological impacts associated with the proposals	<p>For all alignments approaching Cambridge, agricultural land will be required for construction as well as potential environmental mitigation measures such as planting, enhancements for ecological compensation or flood compensation. At each stage of the planning and development process, the company will assess the environmental impacts on important areas such as agricultural land (including best and most versatile (BMV) land) and the countryside. As part of this, EWR Co is exploring ways to reduce the impact of the railway on agricultural land holdings and soil resources.</p> <p>The decision to continue to prefer the SATC means that impacts on the highest grade of BMV in the area northwest of Cambridge will be avoided.</p>
Concern raised that many designated heritage assets in Histon are potentially affected by the proposals and have not been identified in the consultation	<p>EWR Co understands the concerns around the impact of the proposals on heritage and historic buildings. EWR Co will avoid or reduce direct impacts on the most sensitive nationally and internationally designated heritage assets during the activities.</p> <p>To do this, consideration will be given to the setting and context of historic and cultural assets, including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes. As far as is reasonably practicable, EWR Co will aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity such as Scheduled Ancient Monuments, Grade I and Grade II listed buildings and parks and gardens.</p> <p>The scheme is being designed to avoid heritage assets and where this is not possible, incorporate appropriate mitigation measures into the design. Consideration will be given to the setting and context of historic and cultural assets including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes.</p> <p>The decision to continue to prefer the SATC means that impacts on heritage assets near Histon will be avoided.</p>
Concern raised that villages affected by the northern route would still be recovering from the impact of works on the A14, and that the ecosystem will take a long time to recover	<p>EWR Co is considering the longer-term environmental impacts of the project and will seek to include specific measures within the design to reduce the impact of the project on the surrounding environment during construction and operation. For example, measures to reduce visual intrusion may include the use of landscaping and screening, whilst railway noise may be mitigated by noise barriers and consideration of different track technologies and types of trains.</p> <p>In this regard, EWR Co acknowledges that the villages and ecosystems located to the north and northwest of Cambridge – which would be potentially affected by the NATC – have recently experienced effects from the construction of the A14 upgrade scheme by National Highways. The decision to continue to prefer the SATC means that further impacts in this area will be avoided.</p>
Concerns raised that it will be difficult to mitigate the visual and noise impacts of elevated sections of the proposed northern route due to the flat landscape	<p>Assessing the impact of the project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of landscape and visual impacts. Whilst topography is important when considering landscape impacts, so is the nature and character of the landscape.</p> <p>However, the decision to continue to prefer the SATC means that these impacts will be avoided.</p>
Concern raised that diesel trains would result in higher noise impacts	Comprehensive assessments will be carried out and will use industry-leading computer modelling, which will take account of trains expected to use the lines to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. No decision on what traction will be used to power services on the new EWR line has yet been taken.

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Concern raised that if northern alignment is used, Cambridge South station would not be served	<p>The NATC would not allow services from EWR to call at Cambridge South directly without significant additional infrastructure being provided north and south of Cambridge station which would increase the capital costs, whereas with the SATC, EWR trains could serve all three stations in Cambridge directly with only relatively minor upgrades to the existing Cambridge North station.</p> <p>The ability for EWR trains to serve the new Cambridge South station directly is a significant benefit of the SATC and forms a key part of why this continues to be EWR Co's preferred option.</p>
Concerns raised that the northern route may impact the reopening of other train routes in Cambridge e.g. March and Wisbech (trains from a EWR Northern Approach will use the paths required for these trains between Cambridge North and Cambridge Central possibly preventing the planned Wisbech trains)	<p>EWR Co has assessed potential impacts with other train services entering Cambridge from the North. Whilst both the NATC and SATC would not preclude other services being introduced between Cambridge, Cambridge North and points further north, the greater number of trains (EWR and non-EWR) utilising this stretch of the WAML if the NATC is selected means that there would be a risk of adverse performance impacts.</p> <p>By comparison, the SATC offers greater flexibility for EWR services to be extended north and east of Cambridge in the future, including the potential for direct connectivity to Wisbech although the provision of the additional infrastructure elsewhere on the existing rail network needed to allow this does not fall within the current scope of the EWR project.</p>
Concerns raised that connectivity to countryside would be adversely impacted by the proposals	<p>EWR Co recognises that the countryside, parks and green spaces, and access to them is important and will work to reduce impacts. EWR Co is seeking to maintain existing highway and PRoW connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises the impact on communities. Appendix F of the Non-Statutory Consultation Technical Report stated that the two approaches interact with more-or-less the same number of road crossings.</p> <p>The decision to continue to prefer the SATC means that impacts on access to the countryside in the area north and northwest of Cambridge will be avoided.</p>
Concerns raised that there will be an adverse impact on small village roads due to congestion from heavy traffic accessing train carparks	<p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of the impact on strategic and local highway networks, road safety, and local, sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at Statutory Consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact on the environment and carbon impacts. Following consultation with all the relevant highway authorities or other bodies, EWR will prepare a Traffic Management Plan (TMP) that includes measures aimed at maintaining safety for road users and reducing the impacts of construction traffic.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that road infrastructure that is in place support the new train stations is not sufficient	<p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of the impact on strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at Statutory Consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts. Following consultation with all the relevant highway authority or other bodies, EWR will prepare a Traffic Management Plan (TMP) that includes measures aimed at maintaining safety for road users and reducing the impacts of construction traffic.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>

Matter Raised	EWR Co Response
Concerns raised that the route would impact the greenbelt and priority habitats	<p>EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including priority habitats such as woodland and ancient woodland, as well as parks and greenspaces. As part of EWR Co’s commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. EWR Co is mapping where the new railway may cross and border habitats used by other important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway.</p> <p>Throughout the design process, EWR Co will seek to avoid, reduce and mitigate adverse impacts to green belt land as far as is reasonably practicable. Whilst EWR Co understands the concerns around potential impacts on the green belt and will work to identify and reduce impacts and protect it wherever reasonably practicable, Cambridge is surrounded by designated green belt which means that the railway would pass through it no matter which route alignment it uses to approach the city.</p> <p>The decision to continue to prefer the SATC means that impacts on the green belt and priority habitats in the area north and northwest of Cambridge will be avoided.</p>
Suggestion that further work is undertaken to minimise the impact of the proposals on local biodiversity, access to nature, wildlife mapping and public right of way	<p>EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. As part of this, the project has committed to delivering biodiversity net gain as part of the scheme.</p> <p>EWR Co is mapping where the new railway may cross and border habitats used by wildlife (including important protected species, such as badgers, great crested newts and bird species), in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate.</p> <p>EWR Co has considered the impact of the Project on existing PRoW and access to the countryside and the natural environment. EWR Co is seeking to maintain existing PRoW wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises the impact on communities.</p> <p>The decision to continue to prefer the SATC means that impacts in the area north and northwest of Cambridge will be avoided.</p>
Concerns raised that effective lobbying groups such as Cambridge Approaches and CamBedRailRoad will encourage EWR to reconsider northern route	All feedback received in response to EWR Co’s public consultations, whether from organised lobbying/pressure groups or anyone else, is processed and considered in the same way. EWR Co does not give preferential treatment to feedback from lobbying groups such as Cambridge Approaches and CamBedRailRoad.
Concerns raised that the high number of complaints and feedback received from south Cambridge communities, compared with north Cambridge communities, will increase the validity of their argument and the likelihood of the northern route being given preference.	EWR Co considers all feedback received from non-statutory consultations on its own substantive merits. The decision to continue to prefer the SATC has been made having regard to all of the comments we received as well as EWR Co’s assessment of all other relevant information. This decision was not a ‘vote’ and the number of responses received in favour of or in opposition to a given option was not determinative because the decision has been made following our independent assessment of each option’s respective merits.
Concerns raised that routes 1 and 9 have become ‘emerging preferences’ due to influence of pressure	EWR Co identified a station located north of Cambourne as its emerging preference in the 2021 consultation following its independent review of how this compared to a station located south of Cambourne. Following consideration of the consultation

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groups, especially with the emerging preference for a Cambourne North station.	feedback and the further work undertaken as part of ACP, EWR Co continues to consider that a Cambourne North station would be preferable.
Suggestion that new stations should be built to serve both lines at a new Shelford North station and also at a new Hauxton station	The proposed EWR station locations have been chosen to support the delivery of new housing and help create new jobs along the corridor, as well as helping to ease some of the upwards pressure on the housing market. Stations at Shelford North or Hauxton would increase journey times and congestion on the already busy Kings Cross and WAML lines approaching Cambridge.
Concerns raised regarding the possibility of increased journey times due to the development, including journey times to Cambridge South	If the NATC had been selected, EWR trains would not serve the new Cambridge South station directly. Passengers would be required to change trains which would significantly increase the end-to-end journey time compared to the preferred SATC. Alternatively, there is the potential to extend other operator services, therefore directly linking services to Cambridge South Station, but this would not afford the 4tph service frequency to meet the forecasted demand.
Suggestion that the railway should be tied into the Cambridge to Camborne busway, as with the current proposals, the train would be no quicker than the bus or car between these stations (20mins)	The EWR station at Cambourne could provide connectivity with the proposed CSC busway scheme between Cambourne and Cambridge. However, EWR would provide a fast and direct connection to both Cambridge South and Cambridge Station, complementing the C2C busway, which would approach Cambridge from the west. Journey times to the Cambridge South and Cambridge stations would be quicker on EWR.
Concerns raised that the requirement to reverse trains at Cambridge to travel East will result in increased cost, complexity and journey times	In order to extend services to the east in the future, a NATC would require turnarounds and reversing moves at Cambridge station, or routing services via Ely, which would mean skip-stopping Cambridge stations. The SATC would avoid these issues.
Concerns raised that the northern route would mean diesel trains having to idle for longer in Cambridge, resulting in increased noise and air pollution	Whilst the traction power for the new EWR services has not been selected, the need for EWR trains to stop at Cambridge stations is broadly the same for both NATC and SATC options.
Suggestion that the proposals be implemented without the need for any reversing manoeuvres	If a NATC is selected, it would only be possible for the new EWR services to travel to destinations further east without reversing if calls at Cambridge stations are omitted. Additional infrastructure would also need to be constructed where eWR joins the WAML near Milton and, potentially, at Coldham's Common and Ely. This would add extra cost and complexity and reduce the overall ability of the new railway to deliver benefits for transport users and unlock growth in Cambridge because fewer trains would serve the city, including the Biomedical Campus and Cambridge South.
Suggestion that the implementation of the guided Busway, upgraded A14 and metro means there is no need for additional transport links	The guided busway and A14 are both located to the north of Cambridge and do not provide convenient access to Cambridge South and the Biomedical Campus. The Cambridgeshire Autonomous Metro (CAM) is also no longer being progressed. By comparison, the preferred SATC would complement these other links by providing quick, direct connectivity to the new Cambridge South and the existing Cambridge station, as well as having the potential for EWR trains to be extended to Cambridge North as well with only relatively minor upgrades required to facilitate this.
Suggestion that the proposed new train stations are not needed, especially when they are positioned away from the town they are meant to serve e.g. Northstowe	A new station at Oakington was considered as a potential option for the NATC but would be located a significant distance from the majority of the new Northstowe development. Northstowe is also already served by public transport in the form of the guided busway and EWR would not be required in order to meet the public transport needs of the new settlement. The guided bus provides frequent services to Cambridge North and Cambridge city centre and is timetabled to take 12 mins to get to Cambridge North. In this context, EWR services calling at Oakington and then Cambridge North and Cambridge would be duplicating existing public transport, not complementing it. In addition, the green belt north of Cambridge means that there would be very little scope for an NATC to unlock any further housing growth in this area.

Matter Raised	EWR Co Response
	Accordingly, the SATC remains EWR Co's preferred option.
Concerns raised that there is no viable business case for a northern approach	EWR Co is preparing a business case for the Project in accordance with the 'Green Book' requirements of HM Treasury. This is a lengthy process and will not be completed for several years. It is important to note that a business case relates to the Project as a whole and is not prepared for individual options considered during the Project's development and design phase.
Concerns raised that there are no effective transport links serving the satellite communities adjacent to the northern alignment	<p>In relation to the accessibility of station locations, one of EWR's core priorities is to increase connectivity across the Oxford to Cambridge area. This includes consideration of local connectivity, bus services and customer experience while travelling to EWR stations within our station design work. We will promote and prioritise both active and sustainable transport modes, and will continue working with other organisations, including bus operators, to improve facilities, including interfaces and interchange with bus services at stations and provision of onward travel information. Car parking provisions will also be considered.</p> <p>The area to the north of Cambridge already benefits from good public transport links including the existing WAML, the guided busway and local bus services. The NATC would largely duplicate these instead of complementing them.</p>
Concern that the northern alignment will not connect the south Cambridge high-tech development area to the East-west corridor	The NATC would not provide direct connectivity for East West Rail trains to Cambridge South station which is highly important due to its proximity to the Biomedical Campus. This is due to there not being sufficient space for turnback facilities to be provided at Cambridge South station unless significant additional infrastructure is constructed at extra cost. Passengers would be required to change services at Cambridge North or Cambridge station in order to access Cambridge South station which would increase journey times and inconvenience. Alternatively, it would be possible (in theory) for existing Greater Anglia services from London Liverpool Street to Cambridge North (which it is envisaged will call at Cambridge South) to be extended onto EWR. However, this would not afford the 4tph service frequency to meet the forecasted demand and would affect other services. By comparison, the SATC (which is EWR Co's preferred alignment) would provide direct connectivity to Cambridge South station and Cambridge Station as well as having the potential for EWR services to be extended to Cambridge North as well with only relatively minor additional upgrades to this station.
Concern raised that a northern approach would be too convoluted and would not encourage people to stop using their car for local journeys e.g. from Cambourne to Addenbrookes or Cambridge 6th form college on Long Road	<p>If an NATC is selected, it would not be possible for EWR trains to serve Cambridge South directly. This means that passengers to south Cambridge and the Biomedical Campus would need to change trains, which increases journey times, causes inconvenience and makes the train less competitive compared to other transport modes such as the private car. Alternatively, there is the potential to extend other operator services, therefore directly linking services to Cambridge South Station, but this would not afford the 4tph service frequency to meet the forecasted demand.</p> <p>By comparison, the SATC would provide quick, direct connectivity to Cambridge South and Cambridge stations, as well as the potential for future service extensions to the north and east.</p>
Concerns that the northern approach may preclude freight traffic from travelling east – west	<p>Both the NATC and the SATC would be able to accommodate freight traffic.</p> <p>Whilst the actual number of freight services which run is a matter for the wider industry and freight operators, EWR co is designing the railway to maintain existing freight operating on its route and accommodate potential future growth in freight. EWR Co's work indicates that the volume of new freight flows over EWR will depend on additional investment taking place on the national network and as such, our current scope is likely to enable up to two new freight train paths per day per direction from Felixstowe, routed via Cambridge, through to Oxford and beyond. Significant investment in other enhancements, both on EWR and elsewhere on the network, would be required for freight to exceed these levels. We continue to work closely with the industry and stakeholders to inform our approach to freight.</p> <p>However, the NATC would impact existing freight services in the Cambridge area to continue to operate as they currently do, whereas the SATC would provide sufficient capacity for this.</p>

Matter Raised	EWR Co Response
Concern that the communities who are impacted by the northern alignment have not been properly consulted and also that planning for the northern approach is behind the southern approach	<p>EWR Co takes the views of local people, communities and their representatives seriously. EWR Co is also required to demonstrate how it has consulted and engaged the public and where feedback has been used – or not used – to inform the design.</p> <p>EWR Co has asked for views and feedback on the proposals presented at both stages of non-statutory public consultation in 2019 and 2021. Feedback was specifically invited in response to EWR Co's decision to prefer the SATC at both consultations. Consultation summary booklets for the 2021 consultation were posted to over 270,000 addresses across the route, including every property within 1km of the NATC.</p> <p>A Public Feedback Report was published in March 2020 that provided a summary of the 2019 consultation feedback and how that feedback had been considered. A similar approach has been taken with this document for the 2021 consultation (and post-consultation engagement where relevant).</p> <p>The NATC has previously been discounted, and the SATC remains EWR Co's preferred option. This means that undertaking additional design work on the NATC would not be a proportionate or efficient use of the public funds entrusted to us.</p>
Concerns raised that 4-tracking from Milton to Cambridge would impact active travel solutions e.g. bridges and underpasses that form part of the Chisholm Way, opening August '21	EWR Co is aware of the Chisholm Trail proposals. The NATC would be likely to have an adverse impact on its future delivery due to the requirement to add additional tracks between Coldham's Lane and Mill Road, which is the route of the proposed extended Chisholm Trail. The SATC would have no direct impact on the Chisholm Trail.
Concerns raised regarding the alignment of the northern route, specifically CBRR's suggestion that it passes through Oakington and also that it passes through Milton and Landbeach	<p>The NATC alignment considered by EWR Co is relatively similar to CBRR's suggestions and would pass to the east of Oakington, the North and East of Milton, and the South of Landbeach.</p> <p>However, the decision to continue to prefer the SATC means that impacts on the area north and northwest of Cambridge will be avoided.</p>
Concern raised that the area surrounding Dry Drayton is already overdeveloped and therefore a railway is not needed	The decision to continue to prefer the SATC means that impacts on the areas surrounding Dry Drayton will be avoided.
Concern raised that the northern route could have a detrimental impact on Bourn Airfield development	The NATC design would not have directly impacted the Bourn Airfield development. The SATC design aims to reduce and mitigate the impacts on the development. The SATC would only impact the northeastern corner of the proposed Bourn Airfield development and it is considered most of the development could be delivered unimpeded
Concern raised that the northern route would be challenged by judicial review	EWR Co has decided that the SATC remains its preferred option for how the new railway should approach Cambridge. This decision is based on a thorough assessment making use of the 15 Assessment Factors, as agreed with the Government, and all of the feedback received. The threat of a judicial review is not relevant to the substantive merits of the NATC or SATC.
Concern raised that the northern route may discourage people from using the line e.g. to the Biomedical campus if it's a longer journey time	EWR Co agrees that the inability of the NATC to afford direct connectivity to all three Cambridge stations – Cambridge North, Cambridge and Cambridge South – would undermine the attractiveness of the new service. The requirement for passengers to change trains in order to access Cambridge South and the Biomedical Campus would lead to significant increases in journey times and greater inconvenience compared to the SATC.
Concern raised that the northern route does not meet the aims of serving Cambridge South station	One of EWR's core priorities is to increase connectivity across the Oxford to Cambridge area. For the NATC an interchange would be required to connect to Cambridge South station as it cannot be served directly by the new EWR services unless significant additional infrastructure is constructed in a very constrained area at extra cost. This would increase journey times and lead to greater inconvenience for passengers, whereas the SATC would allow EWR trains to serve Cambridge South directly.

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Concerns raised regarding the northern approach due to the reasons outlined in Appendix F	<p>The NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report was based on an assumption that EWR trains to Cambridge should operate at an even interval of every 15 minutes. This would have required two extra tracks to the existing West Anglia Mainline, making it a four-track railway between the new Milton Junction and Cambridge station.</p> <p>If the requirement for even interval services is removed, a four-track railway would only be required between Coldham's Lane and Mill Road Bridge in the updated NATC design, with the rest of this section between North Cambridge and Cambridge stations utilising the existing two-track railway. This reduces the scale of work required to deliver the NATC. Further details can be found within the Economic and Technical Report [ref.]</p> <p>Nevertheless, the SATC remains EWR Co's preference because it more closely aligns with the project's strategic objectives, provides better connectivity to Cambridge South and the Biomedical Campus and provides greater flexibility to extend EWR services north and east of Cambridge in the future.</p>
Concerns raised that the northern route would traverse certain farms e.g. Scotland Farm, Dry Drayton and Knapwell farm	The NATC is expected to have a direct impact on farmland within the area north and northwest of Cambridge, including Scotland Farm, Dry Drayton and some farms in the Knapwell and Dry Drayton Areas. The decision to continue to prefer the SATC means that impacts in this area will be avoided.
Concerns raised regarding the possible inclusion of a chord to the Newmarket line, associated with the northern route	<p>The proposed design for the NATC does not include a chord onto the Newmarket line. This would be expensive and difficult to construct and also require the acquisition of common land.</p> <p>By comparison, the SATC would allow services to access the Newmarket line without this chord being constructed.</p>
Suggestion to reinstate the old railway that is now the Cambridge – St Ives busway. This has not been successful as a busway and converting it back to rail would cut the cost of the northern route significantly. It would connect Cambridge by rail with Northstowe, potentially Alconbury, St Ives and Huntingdon. This is particularly favoured as the Mayor of Cambridgeshire has announced the scrapping of the Cambridge Autonomous Metro so there will be no non-road links to Cambridge from Northstowe. Using the busway would also give Cambridge a route north, via Huntingdon.	The Cambridge – St Ives busway is a popular transport system and the busway schemes, including C2C, are considered to be complementary to EWR. They provide for more localised connections to and from EWR stations. The busway offers the opportunity for customers to access convenient services to north and west Cambridge which also serves villages in between. In this respect, the new railway and the busway would be able to complement each other which many respondents told us was an important consideration. Demolishing the busway in order to construct EWR would cause significant harm to existing public transport connectivity and is not supported by EWR Co.
Suggestion that a northern approach to Cambridge would be closer to the junction for the Newmarket, Ipswich and Felixstowe line north of the existing City station. It is suggested this would cause less disruption to traffic on the London to Cambridge lines and facilitate freight traffic to and from Felixstowe.	<p>Trains from the Newmarket line would not be able to access EWR if a NATC is selected without either reversing in Cambridge station or the construction of a new chord on Coldham's Common.</p> <p>Reversals in Cambridge station would not be practicable with a NATC because it would use up scarce capacity through the station and additional paths on the WAML. A new chord would be complex and expensive to construct as well as having a significant adverse impact on Coldham's Common which comprises protected common land and public open space.</p> <p>These issues would not arise under EWR Co's preferred SATC.</p>
Suggestion for an additional turnback platform at Cambridge South, allowing trains from Bedford to continue to Ipswich and Norwich or terminate.	Cambridge South Station's Transport of Works Act Order has already been approved. This will afford four platforms for Cambridge South Station. EWR Co has worked with the developers of Cambridge South Station and there is not sufficient space to introduce turnback facilities for any EWR trains approaching from the north without building on Hobson's Park or with the constrained

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	<p>Biomedical Campus, and significant changes to the track layout at extra cost. Any turnback would lead to conflicting crossover moves and constraints on the WAML timetable.</p> <p>This is not required with EWR Co's preferred SATC.</p>
<p>Suggestion to use existing transport corridors (A428 and A14), including the route along the A428 from Cambourne to Waterbeach, via a new station in Northstowe.</p>	<p>Locating the railway in close proximity to the existing A428 and A14 roads between Cambourne and Cambridge is likely to have significant impacts on existing settlements along these routes through either direct clashes with development or 'sandwiching' settlements between these busy roads and the new railway, increasing the impacts on local communities from the combined infrastructure. In addition, the number of complex junctions on these roads would necessitate the construction of large bridge and viaduct structures, which are likely to have significant visual impacts.</p> <p>The decision to continue to prefer the SATC means that these impacts will be avoided.</p>
<p>Suggestion to connect Oakington/Northstowe to the line as well as the Science Park.</p>	<p>As part of the NATC, a potential intermediate station could be located east of Oakington. This would be located a significant distance away from Northstowe and would be significantly less convenient to access than the existing guided busway which already connects Northstowe and Oakington to the Cambridge Science Park, Cambridge North station and Cambridge city centre.</p> <p>Whilst EWR trains could serve Cambridge North, the station is located a significant distance away from the Cambridge Science Park, and it would not be possible for EWR services to be extended to serve Cambridge South and the Biomedical Campus directly.</p> <p>By comparison, EWR Co's preferred SATC would provide direct connectivity to Cambridge South as well as the possibility for services to be extended to Cambridge North with only relatively minor additional upgrades to the station required in order to facilitate this. In this respect, the SATC would complement the existing guided busway rather than duplicating it.</p>
<p>Suggestion the route should go north of Cambridge and come in from Cambourne to Cambridge North to help with traffic issues on the north side of Cambridge.</p>	<p>Traffic congestion is a particular issue for Cambridge and has increased dramatically in the last decade. Both the NATC and the SATC offer an opportunity to reduce traffic congestion in Cambridge.</p> <p>However, at the moment there is heavier congestion in southern Cambridge compared to the north of the city, leading to slower, less reliable road journey times for people trying to reach this area, including the hospitals and the Biomedical Campus. Most staff drive to the Biomedical Campus due to poor connectivity, meaning that further expansion is being impacted by additional congestion and leading to large areas of the site being ineffectively used for parking instead of higher-value research facilities.</p> <p>There is at present no committed public transport solution in place or planned which would resolve this constraint and facilitate the intensification of the Biomedical Campus site as sought in the emerging Greater Cambridge Local Plan which specifically recognises that the opportunities provided by the new Cambridge South station to enhance public transport access must be maximised.</p> <p>By comparison, the North Cambridge area has convenient access to the A14 dual carriageway and is already served directly by the guided busway and local bus routes, including from the Milton Park & Ride site.</p> <p>Accordingly, EWR Co considers that there is a greater need to provide improved connectivity to the south of the city which SATC will be better placed to enable.</p>
<p>Suggestion to implement the alternative route proposed by Cambridge Bedford Railroad Company (CBRR), which passes from Cambourne through Madingley, Dry Drayton and Oakington, joining existing rail lines to the north of Cambridge North station.</p>	<p>EWR Co considered this proposal following the 2019 non-statutory consultation and has done so again when reviewing the feedback to the 2021 consultation.</p> <p>The SATC remains EWR Co's preferred option which means that it would not be possible to implement CBRR's proposal which approached Cambridge from the north.</p>

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For freight trains, it is suggested new chord line could be provided from the West Anglia Main Line south of the A1303 to join the Newmarket Line at Coldham's Common. To keep all the cross-country freight trains out of the Cambridge Station area, easing congestion and providing more paths for freight trains.	<p>The land on Coldham's Common is subject to a number of protective designations, including as public open space and common land. It also forms part of an important green space within the heart of the city.</p> <p>In these circumstances, EWR Co does not consider that construction of this chord would be appropriate and it is not required in order for services to access EWR if an SATC is selected.</p> <p>In addition, the NATC would not enable all current freight services in the Cambridge area to continue to operate as they currently do. EWR Co will not be implementing this proposal.</p>
Suggestion that the northern route is more logical as it approaches via Cambridge North station, where there are relatively more people who want to commute into Cambridge.	<p>Both the NATC and SATC routes could afford access to high-quality jobs, and the forecast development across Cambridge will only see these numbers increase.</p> <p>However, it would be possible for EWR trains to serve all three Cambridge stations – Cambridge South, Cambridge and Cambridge North – directly if a SATC is selected (subject to a relatively minor upgrade at Cambridge North Station). This would not be possible if an NATC is selected because EWR service would not be able to call at Cambridge South station without significant additional works being undertaken (at extra cost) to increase capacity on the WAML south of Cambridge station.</p> <p>The SATC remains EWR Co's preferred option.</p>
Suggestion that Cambourne north station would be easier to connect with Cambridge north.	The selection of the SATC would not prevent EWR trains from serving Cambridge North directly subject to relatively minor upgrade to this station.
Suggestion that EWR enters Cambridge North station via Northstowe and the science park because of the housing development in Northstowe and the commuter/business need to connect the science park.	<p>Housing development at Northstowe is already being delivered and EWR is not required in order to facilitate this. The existing guided busway already provides good public transport links serving the heart of the new settlement, whereas any new EWR station in this area would be located a significant distance away.</p> <p>The guided busway also provides more convenient and closer access to the Cambridge Science Park due to the distance between Cambridge North station (where EWR services would call) and the Science Park.</p>
Suggestion that the plans for a Northern approach include a footbridge over the A428 for cyclists and walkers.	EWR Co does not propose to construct an NATC, but will consider opportunities to enhance connectivity for cyclists and walkers as part of the next stage of design. Further details of our plans will be provided at the forthcoming statutory consultation.
Suggestion that all stations should be accessible by public transport, foot and or bicycle and that bike storage must be secure as bike theft at railway stations is a huge problem.	EWR Co will ensure that public transport connectivity and the ability to use new and improved active travel modes are appropriately considered in the development of our station designs. Station designs will include provision for public transport interchange and active travel facilities, including the provision of CCTV-covered secure cycle parking at each of its new stations which will be best placed to ensure optimum security for the cycles and a safe, easy passage into the station for users.
Suggestion that the trains and train stations are able to accommodate bicycles.	Station designs will include provision for public transport interchange and active travel facilities, including the provision of CCTV-covered secure cycle parking at each of its new stations which will be best placed to ensure optimum security for the cycles and a safe easy passage into the station for users. Provision will also be made for bicycles to be taken on trains wherever possible.
Suggestion that there is already an established corridor of transport routes approaching Cambridge from the northwest and west (A14, A428), and that it would be better to use existing travel corridors rather than create new ones. This would potentially result in less impact on the environment, less noise pollution	<p>Locating the railway in close proximity to the existing A428 and A14 roads between Cambourne to Cambridge is likely to have significant impacts on existing settlements along these routes through either a direct clash with development, or 'sandwiching' settlements between these busy roads and the new railway, increasing the impacts on local communities from the combined infrastructure.</p> <p>In addition, the number of complex junctions on these roads would necessitate the construction of large bridge and viaduct structures, which are likely to have significant visual impacts.</p>

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and less disruption to communities, properties, and landscapes.	Accordingly, EWR Co does not agree that following the route of these roads in this area would be preferable in terms of the impact on the environment, noise pollution and disruption to communities, properties, and the landscape.
Suggestion that the best route into Cambridge, after the new Cambourne station, would be to the north, joining the existing mainline north of the City and linking to the London rail network at Cambridge north.	EWR Co considers that its preferred SATC is better performing overall compared to an NATC for the reasons set out in the Route Update Announcement Report, including the ability to provide direct connectivity to Cambridge South and the Biomedical Campus and the greater opportunities to unlock economic growth across the region.
Suggestion that more of the original rail route, which closed many years ago, is used by EWR.	EWR Co has considered whether re-use of the alignment of the former Varsity line would be viable and it would not perform as well as the preferred SATC. Further information can be found section [xx] of the Economic and Technical Report.
Suggestion that forming a multi-modal corridor, using existing transport corridors, would create the opportunity for a station at Longstow which is a growing town.	<p>EWR Co has considered the amount and location of stations along the route. Including additional stations along this section of the route would create longer journey times, and may mean that the Project would not meet its key objectives. One of the key objectives of EWR is to enable sustainable housing and economic growth. The proposed EWR station locations have been chosen to support the delivery of new housing and help create new jobs along the corridor, as well as helping to ease some of the upwards pressure on the housing market. Consideration has been made of the accessibility to suitable road infrastructure, potential demand and viability of development in choosing station locations and a station and alignment north of Cambourne are preferable in this regard.</p> <p>Longstowe would be located a significant distance away from the new railway which means that it would not be possible to provide a station here.</p>
Suggestion that the newly dualled A428 could connect with Cambourne North station, and an additional station at Longstowe giving access to the northern Science Parks, Central Cambridge and a new Cambridge South station serving the Addenbrookes/Papworth/Bio Park. A new Park & Ride adjacent to the Cambourne North station could allow drivers to leave their cars and transfer either to the train into the north of Cambridge or onto buses serving the University Science campus on the west side of Cambridge and into the centre of Cambridge and Addenbrookes/Papworth/Bio Park.	<p>It is intended that Cambourne North Station would be suitably connected to the A428. Station designs for Cambourne North will include provision for public transport interchange and active travel facilities and routes to maintain connectivity with neighbouring villages and communities. Car parking provisions will also be considered.</p> <p>However, the SATC remains EWR Co's preference because it would provide direct connectivity to Cambridge South and the Biomedical Campus. This would not be possible if the NATC was selected.</p> <p>In addition, it would be possible for EWR trains to be extended to Cambridge North with only relatively minor upgrades to the station. This means that the SATC provides better overall connectivity to all three Cambridge stations.</p>
Suggestion to use trenching technology, which would have less impact on the environment and the landscape and reduce noise and visual impact and also overcome many of the problems associated with the northern route. This technology is commonly used in the Netherlands, a country prone to flooding and experienced in building railways on floodplains.	EWR Co does not agree that using trenching methodology would have less of an impact on the environment. It would create a large amount of excavated material, require significant construction and HGV movements to construct, have much higher levels of embedded carbon, and have a greater impact on hydrology. Use of trenching would also provide a worse customer experience as trains would predominately be within a concrete-lined retained cutting.
Suggestion for northern route alternatives included: · Going over the M11 to enable a shorter and more direct route.	A route crossing over the M11 would have significant direct and indirect impacts upon the residential housing and road networks on the western side of Cambridge and would make it very difficult for EWR trains to connect to the existing rail network or serve the stations at Cambridge North, Cambridge and Cambridge South. EWR Co does not consider crossing the M11 to be a feasible option.

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<ul style="list-style-type: none"> Including a spur south of Waterbeach to enable freight traffic to avoid Cambridge. 	<p>A connecting spur near Waterbeach has been considered as part of EWR Co’s assessment of a potential NATC, but the SATC remains EWR Co’s preferred option because it offers greater scope to unlock growth in Cambridge and facilitate extensions of EWR services north and east of Cambridge in the future. The NATC would also not enable existing freight services in the Cambridge area to continue to operate.</p>