# Appendix 5: Table 3.3 – Approach to Cambridge – Southern Approach to Cambridge – Concerns (part 1 of 2)

| Matter Raised | EWR Co Response |
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| Concerns raised regarding the challenging topography associated with the southern route, compared with the northern route. | EWR Co accepts that the SATC has more undulating topography than NATC. The design for the SATC is based on proven construction practices that have been carried out successfully on other projects. It has been developed while taking account of the local context including topography, geology and environment factors. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC which would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised regarding the visual impacts of the southern route on the landscape and countryside. | EWR Co accepts that the construction of a new railway line will inevitably have visual impacts on the landscape and countryside. This would be the case whether the NATC or SATC is built.<br><br>However, this matter was already taken into account in the decision to prefer the SATC and would not in itself cause EWR Co to re-open that decision, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised about whether the costs for potential legal objections have been taken into consideration. | The cost estimates of the scheme include those associated with the expected DCO planning inquiry process. |
| Concerns raised regarding the need to upgrade existing rail junctions and infrastructure to accommodate for increased passenger and freight rail traffic. | It is accepted that there will be a need for upgrade and introduction of new junctions and associated infrastructure to integrate EWR with the Shepreth Branch Line, the WAML and at Cambridge South and Cambridge Station approaches, including new junction at Hauxton where the SATC joins the existing rail network. We do not believe at this point that we need to grade separate the existing Shepreth Junction. |
| Concerns raised that the northern approach was rejected due to a requirement for 4 tracks, but that this is still required for the southern route. | The revised northern approach requires four tracks for part of the route through Cambridge. This revised approach affords the four trains per hour but without the requirement for clockface interval services.<br><br>The southern approach requires four tracks from Shepreth Junction through to Cambridge station to afford the forecast demand.<br><br>It is now expected that the additional tracks required for the NATC and SATC can be constructed within the existing railway corridor.<br><br>This matter would not in itself cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that many of the communities 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. Businesses will be able to attract an increased pool of labour due to the reduction in journey time from areas along the EWR route.<br><br>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 |

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| | mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements. |
| Concerns raised that the southern route, in comparison with the northern route, is longer, topographically more challenging, more expensive and more likely to exceed the budget. | The NATC is approximately 1km longer than the SATC, and would have increased journey times. The topography of the SATC would not in itself prevent the railway from being constructed and the design is based on proven construction practices that have been carried out successfully on other projects. It has been developed while taking account of the local context including topography, geology and environment factors.<br><br>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 lower construction cost than the SATC. This is due to the reduction in works in Cambridge and reduction in viaducts and embankments. However, the updated NATC is at an earlier stage of the design process so requires a higher degree of risk included in cost estimation.<br><br>EWR will use industry best practice and learn from other comparable infrastructure projects to inform EWR Co's approach to delivery of the railway. EWR Co will use a range of techniques to estimate costs and monitor and manage risk. This will include risks associated with costs, for example by applying approaches such as reference class forecasting, sensitivity analysis, quantified risk analyses and optimism bias, in building the commercial case.<br><br>Value engineering and innovative approaches to design, construction, and operation of the railway, will help us to monitor and manage costs to minimise the likelihood of overspend.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the southern approach will adversely impact the character of the area, resulting in decreased property values. | EWR Co accepts that the construction of a major new railway scheme could affect the character of the area and have an impact on local property values.<br><br>The SATC alignment would run adjacent to residential properties at Highfields Caldecote and in proximity to other residential areas north and south of the Bourn Brook. Several measures to reduce the potential landscape and community impacts of the SATC have been considered, such as appropriate placement of road links and PRoW. However, it would be unlikely that residual impacts on the rural character of this area could be avoided completely.<br><br>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 rial 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.<br><br>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.<br><br>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 we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the |

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| | 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.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future.<br><br>EWR Co has set up the Need to Sell (NTS) Property Scheme to support property owners who have a compelling reason to sell their property but due to EWR are unable to do so other than at a substantially reduced value or, if they are unable to sell their property, would face an unreasonable burden in the next three years. Applicants will need to satisfy five criteria including evidencing that they currently have a compelling need to sell. The NTS scheme reflects non statutory consultation feedback and NTS consultation feedback, both received in 2021. More information can be found in the NTS Property Scheme Guidance and Application Form. |
| Concerns raised that major engineering associated with the southern approach, including embankments and cuttings, will lead to increased construction costs. | The cost estimates for SATC and NATC take account of all design elements including major engineering, embankments and cuttings as highlighted by the respondent. Since consultation, EWR Co has been reviewing the design of the route between Bedford to Cambridge and looking for opportunities to reduce the height of embankments and viaducts within the design. This includes minimising the amount the railway alignment is raised while allowing for road and other accesses to cross over or under the railway. When considering these opportunities, we aim to reduce the overall impact of our design.<br><br>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 lower construction cost than the SATC. This is due to the reduction in works in Cambridge and reduction in viaducts and embankments. However, the updated NATC is at an earlier stage of the design process so requires a higher degree of risk included in cost estimation.<br><br>Nevertheless, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the northern approach has not been considered in as much detail as the southern approach and therefore cost comparisons are not accurate. | The NATC design is still at an earlier stage of the design process and so requires a higher degree of risk is included in cost estimation, but EWR Co is satisfied that the level of detail available is sufficient to enable cost comparisons to be made.<br><br>In any event, even if the NATC costs less to construct, this matter would not in itself cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the southern route is preferred by large businesses (e.g. Astra Zeneca) that have influenced the decision, despite it being the most expensive route. | EWR Co wants to deliver the best possible railway for local communities so all views matter. All feedback EWR Co received following the 2021 consultation was analysed by an independent company before being carefully considered alongside EWR Co's own technical research, development and design work to progress design work and inform the proposals. All feedback is considered fairly as part of our review process and no single group of stakeholders is given any specific level of influence over the decision.<br><br>Accordingly, this matter would not in itself cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |

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| Concerns raised that the southern approach will not serve proposed housing developments in Northstowe. | Northstowe developments are expected to be served by existing transport infrastructure which would connect to Cambridge North Station. The SATC is not planned to connect to Northstowe housing developments and EWR is not required in order for them to come forward. |
| Concerns raised that Route E does not align with EWR's stated mission to carry out project cost-efficiently and further that the project goes against DfTs value for money assessment framework. | EWR Co assessed anticipated capital costs associated with Route Options A, B, C, D and E ahead of the Preferred Route Option Announcement in 2020. This assessment included consideration of the infrastructure needed to support the railway, in particular the use of embankments and viaducts, earthworks and different earthwork profiles and gradients (height and slope). This work was included within the cost estimates produced to support the selection of Route Option E as the preferred route option in 2020. At the time, Route Option E was estimated to incur upfront capital costs of £3.7bn, which was the second lowest of all route options. Since EWR Co announced Route Option E as the preferred route option in 2020, there have been no changes in situation or circumstance that would require EWR Co to reconsider our decision.<br><br>Work will continue to assess the costs associated with EWR, including mitigation measures and capital costs as the design of the route continues. More information on cost estimates will be presented at statutory consultation. |
| Concerns raised that the project does not represent good value for money for the tax payer and will have limited economic benefit. | 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 although this will not be completed for several years.<br><br>This matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Suggestion that Route E is more expensive than Route C and also that Route A should be reconsidered. | EWR Co assessed anticipated capital costs associated with Route Options A, B, C, D and E ahead of the Preferred Route Option Announcement in 2020. This assessment included consideration of the infrastructure needed to support the railway, in particular the use of embankments and viaducts, earthworks and different earthwork profiles and gradients (height and slope). This work was included within the cost estimates produced to support the selection of Route Option E and the preferred route option in 2020. At the time, Route Option E was estimated to incur upfront capital costs of £3.7bn, which was the second lowest of all route options, Route Option A and C were estimated to incur an up front capital cost of £3.4bn and £4.3bn, respectively.<br><br>Since EWR Co announced Route Option E as the preferred route option in 2020, there have been no changes in situation or circumstance that would require EWR Co to reconsider our decision.<br><br>Work will continue to assess the costs associated with EWR, including mitigation measures and capital costs as the design of the route continues. More information on cost estimates will be presented at statutory consultation.<br><br>In addition, cost is not the only relevant consideration for the project design process. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the additional infrastructure needed to carry freight on the southern route will be too expensive. | The SATC has been designed to accommodate the expected freight and this is included within the cost estimation. For example, as stated in section 3.10 of the NSC Technical Report, the maximum gradient of the railway would be no steeper than 1 in 80 to reduce the risk of freight trains running at slower speeds.<br><br>In addition, it would not be possible for all current freight services to continue to operate as they currently do if an NATC is selected instead.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |

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| Concern raised about the possibility of having to retrospectively install electrification infrastructure. | It is accepted that installing electrification infrastructure retrospectively would be complex and expensive. However, no commitment on the traction power type to be used has yet been made by Government, and electrification is only one of the options being considered. |
| Suggestion to re-evaluate the need for embankments, viaducts and tunnelling associated with the southern route as these are likely to lead to increased project costs. | EWR will use industry best practice and learn from other comparable infrastructure projects to inform EWR Co's approach to delivery of the railway. EWR Co will use a range of techniques to estimate costs and monitor and manage risk. This will include risks associated with costs, for example by applying approaches such as reference class forecasting, sensitivity analysis, quantified risk analyses and optimism bias, in building the commercial case. Value engineering and innovative approaches to design, construction, and operation of the railway, will help us to monitor and manage costs to minimise the likelihood of overspend.<br><br>Since consultation, EWR Co has been reviewing the design of the route between Bedford and Cambridge and looking for opportunities to reduce the height of embankments and viaducts within the design. This includes minimising the amount the railway alignment is raised while allowing for road and other accesses to cross over or under the railway. When considering these opportunities, we aim to reduce the overall impact of our design.<br><br>Further details will be provided at the forthcoming statutory consultation. |
| Concerns raised that the cost of a Cambridge South station outweighs the cost of the northern route. | Whilst the SATC would provide direct connectivity to Cambridge South station, the development of the Cambridge South station itself is a Network Rail scheme and does not form part of the EWR Project. The Transport and Works Act Order for Cambridge South station has now been approved by the Secretary of State for Transport. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC serving Cambridge South directly would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Suggestion that EWR should consider a western approach to Cambridge on the varsity railway line. | EWR Co has considered reuse of the former Varsity Line as an alignment option in recent design optioneering. This concluded that the Varsity Option from Bedford to Cambridge, either wholly or partially, is not viable. It would not serve Cambourne and would directly affect a number of sensitive environmental features, such as Scheduled Monuments and a wildlife reserve.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the assessment of alignment options has been primarily based on economic considerations rather than environmental and local considerations. | The preferred option has been selected following a rigorous process using a range of Assessment Factors, which are outlined in Chapter 5.2 and Appendix C of the Non-Statutory Consultation Technical Report. The Assessment Factors include both the cost of the scheme and consideration of environmental impacts and opportunities (Assessment Factor 14). Assessment Factor 14 comprises a wide range of supporting considerations, including community impacts. Economic considerations are therefore not the sole criteria in assessing the options or selecting the preferred alignment for the approach to Cambridge. |
| Concerns raised regarding the change in costs associated with Route E. | EWR Co has already published all the relevant information on the cost estimates for the route options on which we consulted in 2019. This matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that EWR are not considering tunnels due to the associated costs. | EWR Co continues to explore the use of tunnels for the scheme during the design process, but only considers them to be a practical option in specific areas where they can provide a solution for addressing constraints. This is partly because they are more complex and expensive to build, operate and maintain than above ground structures. Tunnels also require additional land for ventilation and exit provisions in case of emergency as well as pumping and drainage systems to deal with groundwater flows. |
| Concerns raised about how many freight trains will use the southern alignment. | EWR is principally intended to be a passenger route. However, it is being designed to maintain current capacity for freight trains on the existing railway and EWR Co is considering the potential for future growth in demand for rail freight. 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. Our work indicates that the |

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| | 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. In addition, the NATC would not enable all current freight services in the Cambridge area to continue to operate as they currently do.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.<br><br>EWR Co is currently developing a freight strategy. Further detail on the strategy and the approach to avoiding or reducing impacts from freight trains which may run on EWR will be available at statutory consultation. |
| Concerns raised that there has been talk about freight trains running for 18 hours a day, with up to 50 diesel freight trains measuring up to 1/2 mile in length running per night from 11pm-5am. | EWR is principally intended to be a passenger route. However, it is being designed to maintain current capacity for freight trains on the existing railway and EWR Co is considering the potential for future growth in demand for rail freight.<br><br>Regarding the operating hours of the new railway, EWR Co proposed operational hours for passenger services in Appendices A and B of EWR Co 2021 Consultation Technical report, which referred to a potential pubic facing timetable (planned trains in passenger service), to provide some initial guidance. There will also be less intensive train movements as required outside these hours for infrastructure maintenance, inspection, freight, and other activities as part of the national rail network. EWR Co continues to work on the concept of operation to inform the operational timetable.<br><br>Alongside this - and as EWR Co set out in the 2021 consultation – railway operations will also need to incorporate a period to carry out routine maintenance. Typical practice for railway infrastructure is for maintenance to be carried out overnight during periods when trains are not scheduled to run.<br><br>The maximum length of freight trains running on EWR would be 775m, which is approximately 1/2 mile. However, the number of additional freight trains which could be accommodated without significant upgrades elsewhere on the rail network is likely to be limited<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC |
| Concerns raised that the southern route would force freight into Cambridge and questions have been raised whether the Cambridge residents are aware of this. | For the SATC, it is expected that freight trains would run through Cambridge Station in the same way as existing freight services.<br><br>Residents and businesses in Cambridge were included in the consultation, with a direct mailing to those potentially most affected by the proposals. The project will continue to consult communities as the project develops, including about freight and its potential impacts. Further detail will also be provided on the freight strategy, and the approach to avoiding or reducing potential impacts from freight trains which may run on EWR, at the statutory consultation. |
| Concerns raised that freight traffic to and from Felixstowe was not mentioned in the consultation. | EWR is being designed to maintain current capacity for freight trains on the existing railway and we are considering the potential for future growth in demand for rail freight.<br><br>How much freight would use the railway is not yet known as this is subject to government policy and market demand and is likely to be affected by interventions on other parts of the rail network. For instance, whether a freight operator would use EWR for its trains depends on its customers after operation begins.<br><br>Residents and businesses in Cambridge were included in the consultation, with a direct mailing to those potentially most affected by the proposals and a chapter on freight was included within the Non-Statutory Consultation Technical Report ‘3.10 Freight on EWR'. The project will continue to consult communities as the project develops, including about freight and its potential impacts. EWR Co has consulted at a formative stage and will continue to provide the public and stakeholders with more detail as the proposals for the route are refined. |
| Concerns raised that freight trains will be in close proximity to rural villages. | Both the SATC and NATC routes run past rural villages in Cambridgeshire. 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 |

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| | 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.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised about potential air quality impacts associated with diesel trains. | EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line relevant UK Government policy, such as the Clean Air Strategy, and in accordance with all applicable legal requirements. The project team will work with Local Authorities to understand the current situation in communities and how to consider potential dust pollution impacts from freight operations, including (where relevant) in designated Air Quality Management Areas.<br><br>The team will seek to reduce the impact the new railway will have on air quality where this can reasonably be achieved. 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.<br><br>As the scheme develops, EWR Co will assess changes in pollutants including nitrogen oxides (NOx) and fine particulates (known as $PM_{2.5}$ and $PM_{10}$) as part of the Environmental Impact Assessment (EIA), which will be set out in an Environmental Statement (ES) submitted alongside the Development Consent Order (DCO). In carrying out this assessment EWR Co will have regard to best practice guidance such as the guidance set by the Institute of Air Quality Management and other recognised bodies.<br><br>No decision has yet been made as to what traction will be used to provide the new EWR services and this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that use of diesel trains conflicts with Government's environmental and CO2 reduction targets. | 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. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals.<br><br>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.<br><br>No decision has yet been made as to what traction will be used to provide the new EWR services and this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding freight trains running close to Addenbrookes and Papworth hospitals, which will be particularly sensitive to air pollution impacts. | The Project team will work with Local Authorities to understand the current air quality situation in communities and how to consider relevant Air Quality Management Areas and other potential receptors, such as the hospitals mentioned by respondents. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals, including information about potential air quality impacts. The PEIR will be available at the statutory consultation. An Environmental Statement, submitted alongside the DCO application, will then set out potential changes in pollutants including nitrogen oxides (NOx) and fine particulates (known as $PM_{2.5}$ and $PM_{10}$) expected as a result of the scheme in addition to plans for mitigation.<br><br>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. |

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| | Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised about the proximity of the railway, and associated air quality impacts, to primary schools in Haslingfield, Barrington and Harston. | For the SATC the railway would pass within approximately 350m of Haslingfield Primary School, approximately 1.5km of Barrington Primary School, and approximately 340m of Harston Primary School.<br><br>The project team will work with Local Authorities to understand the current air quality situation in communities and how to consider relevant Air Quality Management Areas and other potential receptors, such as the schools mentioned by respondents. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals, including information about potential air quality impacts. The PEIR will be available at the statutory consultation. An Environmental Statement, submitted alongside the DCO application, will then set out potential changes in pollutants including nitrogen oxides (NOx) and fine particulates (known as $PM_{2.5}$ and $PM_{10}$) expected as a result of the scheme. Plans for mitigation will also be included in the Environmental Statement.<br><br>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Suggestion that the railway is electrified, which would alleviate concerns regarding air and noise pollution. | It is accepted that electrifying the railway could help to mitigate operational air quality and noise impacts.<br><br>EWR Co is committed to running a sustainable railway in the long term, with reduced emissions, including for carbon, NOx and particulates. Part of EWR Co's ambition to be a net zero carbon railway includes the use of sustainable traction power in the long term. Therefore, the company is exploring how EWR Co can introduce new and emerging technologies, such as hydrogen power, in addition to electrification, into the long-term train fleet and infrastructure. EWR Co will be seeking input from bidders across the market to ensure they understand the company's environmental goals.<br><br>No decision has yet been made as to the traction that will be used to operate the new EWR services and this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concern raised that trains traveling on route E, when compared with the northern approach, would require more fuel due to the workload from the climbs, which would result in adverse impacts on air quality. | The impact of gradients on modern diesel traction is less significant than in older rolling stock designs. As a result, all route options presented are suitable for modern diesel traction trains. The infrastructure EWR Co will build will be designed to industry standards that ensure safety and reliability.<br><br>Since consultation, EWR Co has been reviewing the design of the route between Bedford and Cambridge and looking for opportunities to reduce the height of embankments and viaducts within the design. This includes minimising the amount the railway alignment is raised while allowing for road and other accesses to cross over or under the railway. When considering these opportunities, we aim to reduce the overall impact of our design.<br><br>The team will seek to reduce the impact the new railway will have on air quality where this can reasonably be achieved. 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.<br><br>EWR Co will develop a PEIR to describe the likely environmental effects of the proposals, which will be presented at statutory consultation. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. This process will include information about potential air quality impacts. An Environmental Statement, submitted alongside the DCO application, will then set out potential changes in pollutants including nitrogen oxides (NOx) and fine particulates (known as PM2.5 and PM10) expected as a result of the scheme. Plans for mitigation will also be included in the Environmental Statement.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |

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| Concerns raised that the southern approach would exacerbate adverse air quality impacts associated with the A10. | EWR Co will seek to reduce the impact the new railway may have on air quality where this can reasonably be achieved. The Project team will work with Local Authorities to understand the current air quality situation in communities and how to consider relevant Air Quality Management Areas and other potential receptors. Consideration will also be given to the type of vehicles and equipment that will be used during the construction and operation of the railway, as well as to how work sites may be managed to avoid and reduce any dust creation.<br><br>EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. The PEIR will include information regarding the baseline air quality environment – which will account for existing infrastructure baseline in the vicinity of the scheme, such as existing conditions caused by the A10 – and identification of the relevant air quality standards and targets. The likely risks from construction activities and potential impacts from operation, including identification of mitigation and control measures will also be presented as part of the PEIR and will be presented at statutory consultation. A full Environmental Statement will then be submitted as part of the development consent order application and will assess changes in Nitrogen Oxides (NOx) and fine particulates (known as PM2.5 and PM10) and dust. This assessment will follow best practice and guidance such as the guidance set by the Institute of Air Quality Management and other recognised bodies as we develop our proposals. |
| Concerns raised that 7 times more people will experience adverse air and noise quality impacts from proposals for the northern route, compared with the southern route. | 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.<br><br>In relation to the air quality consideration, the updated NATC is also considered to perform worse than the SATC due to additional works within the AQMA areas north of Cambridge Station.<br><br>EWR Co does not consider that noise and vibration are likely to differentiate between the NATC and SATC to a material degree.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the embankment structures associated with the southern route will exacerbate any adverse air, noise and landscape impacts. | The design solution will consider the longer-term environmental impacts of the scheme, and 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. 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 train.<br><br>Since consultation, EWR Co has been reviewing the design of the SATC and looking for opportunities to reduce the height of embankments and viaducts within the design. This includes minimising the amount the railway alignment is raised while allowing for road and other accesses to cross over or under the railway. When considering these opportunities, we aim to reduce the overall impact of our design. However, the NATC would still require embankments and viaducts to cross the A14 and A1307. These structures would not be required for the SATC as the SATC would not cross the A14 or A1307.<br><br>In terms of landscape impacts the updated NATC is considered to be a minor improvement compared to the SATC due to the lower sensitivity of landscape impacted.<br><br>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that southern route would have adverse impacts on community connectivity, which will result in increased use of private vehicles, leading to adverse impacts on air quality. | 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 reduces the impact on communities. As described in section 4.2.5 of Consultation Technical Report, we will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.<br><br>In relation to the Air Quality consideration (Assessment Factor 14.2) the NATC would perform worse than the SATC due to additional works within the AQMA areas north of Cambridge Station. EWR Co takes its commitment to delivering sustainable |

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| | 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.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the southern approach would adversely impacts surrounding communities, particularly areas in Colmworth. | 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. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements.<br><br>Colmforth is approximately 3km away from the proposed railway in Bedfordshire Accordingly, any impacts on this settlement would not differentiate between the NATC and SATC. and this would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the southern route would isolate many of the surrounding communities. | 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 rial 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.<br><br>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.<br><br>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 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.<br><br>The SATC alignment would run adjacent to residential properties at Highfields Caldecote and in proximity to other residential areas north and south of the Bourn Brook. Several measures to reduce the potential landscape and community impacts of the SATC have been considered, such as appropriate replacement of road links and PRoW. 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 reduces the impact on communities. As described in section 4.2.5 of Consultation Technical Report, we will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |

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| Concerns raised regarding the possible impacts of the proposed route on Landbeach village, including connectivity within the village and also with Milton. | EWR Co does not consider that the preferred SATC would be likely to have any direct impacts on these villages and the links between them. |
| Concerns raised that the southern route would restrict access along the 'Washpit' | The preferred SATC would not impact Washpit Brook as it would be located a significant distance away. |
| Concerns raised that embankments associated with the southern route will restrict existing access roads and paths in South Cambridgeshire, which will adversely impact travel and access, including within and between villages such as The Shelfords, Haslingfield and Harlton. | 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. Works are planned for roads connecting to Shelfords, Haslingfield and Harlton which may require some temporary road closures. However, access will be maintained to these communities.<br>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 reduces the impact on communities. As described in section 4.2.5 of Consultation Technical Report, EWR Co will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.<br><br>With regard to connectivity between villages such as The Shelfords, Haslingfield and Hauxton, EWR Co aims to maintain connectivity between villages. Each road link has been addressed on a case by case basis and where the railway will impact on the existing connections, alternative provisions have been proposed including diversionary route or grade separated replacements.<br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the southern route will adversely affect farmland, which will impact crop production. | EWR Co understands the importance of agriculture to the communities the railway will serve and 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 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.<br>The area to the east and southeast of Cambourne is dominated by agricultural land, much of which would be considered as BMV land and there would be impacts regardless of whether the NATC or SATC is built.<br>EWR may impact agricultural land and access for farm vehicles during construction. EWR Co will seek to reduce and mitigate such potential impacts by working closely with farmers and landowners. EWR Co will seek to ensure that access to severed land for farmers and farm vehicles is maintained during construction, 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.<br>The PEIR will include information regarding baseline soils environment, including presence of BMV land, and existing agricultural and forestry land use and agricultural land holdings. The potential impacts and likely effects on the baseline soils environment arising from disturbance and displacement and mitigation such as outline plans for soil management during construction will be presented as part of the PEIR. The potential impacts and likely effects on agricultural and forestry land use and agricultural land holdings arising from land-take, demolitions of key agricultural infrastructure, severance and changes in accessibility will also be included as part of the PEIR, which will be presented at statutory consultation. A full Environmental Statement will then be submitted as part of the DCO application. |

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| | However, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the southern approach would have greater socioeconomic and environmental impacts than the northern approach. | Based on the design presented in Appendix F of the Non-Statutory Consultation Technical Report, EWR Co stated that in terms of the environment, the northern approach would not be likely to perform materially better than the southern approach. However, the updated NATC design has lowered the alignment through the countryside and reduced works, associated demolitions, and potential impact on environmental features including priority habitat and open green space within Cambridge. For environmental impacts and opportunities (Assessment Factor 14), the updated NATC design is considered to be a minor improvement overall compared to the SATC.<br><br>Socio-economic impacts are not expected to differentiate between the NATC and the SATC to a material degree.<br><br>However, these matters would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the southern route will adversely impact the quiet nature of many communities. | 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 rial 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.<br><br>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.<br><br>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 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.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding possible impacts of southern approach on emergency services access/egress in associated villages | 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. Appendix F of the Non-Statutory Consultation Technical Report stated that the two approaches would interact with more-or-less the same number of road crossings.<br><br>Works are planned for a number of roads which may require some temporary road closures. However, access will be maintained to communities whilst this work is undertaken. Emergency service access is an important consideration as EWR Co develop the proposals for the scheme. EWR Co invited emergency services to participate in the 2019 and 2021 non-statutory consultations. EWR Co will continue to seek feedback as the EWR design progresses. EWR Co will also invite the emergency services to provide feedback at the statutory consultation stage.<br><br>EWR Co will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation, but this matter would not cause EWR Co to re-open the decision to prefer the SATC. |

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| Concerns raised regarding potential adverse impacts of southern route on school journeys and the education of pupils/students in the area. | EWR Co has considered the impact of the Project on existing highways, PRoW and private access roads, including those providing access to schools, as part of the design and assessment of route alignment options. Works are planned for a number of roads which may require some temporary road closures. However, access will be maintained to communities and schools whilst this work is undertaken.<br><br>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 reduces the impact on communities including on community facilities such as schools. As described in section 4.2.5 of 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.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concern raised regarding possible adverse impacts of southern route on local churches and people's ability to practice religion. | EWR Co are developing the design and considering options to reduce the potential impacts on local communities. Further details of the proposed design will be provided at the forthcoming statutory consultation. EWR Co has considered the impact of the Project on places of worship as part of the design and assessment of route alignment options. Works are planned for a number of roads which may require some temporary road closures. However, access will be maintained to communities including places of worship whilst this work is undertaken. |
| Concern raised regarding the possible adverse impacts of the southern route on people's mental health. | 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, including potential mental health impacts. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements.<br><br>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised regarding proximity of southern route to Harlton and potential impact on housing market and associated financial implications. | Since consultation, EWR Co has been reviewing the design of the route between Cambourne and Cambridge and looking for opportunities to reduce the potential impact on communities including Harlton. This includes minimising the amount the railway alignment is raised while allowing for road and other accesses to cross over or under the railway. When considering these opportunities, we aim to reduce the overall impact of our design. Residents, communities and other stakeholders will be able to provide feedback on the updated route design as part of a future public consultation.<br><br>EWR Co has set up the Need to Sell (NTS) Property Scheme to support property owners who have a compelling reason to sell their property but due to EWR are unable to do so other than at a substantially reduced value or, if they are unable to sell their property, would face an unreasonable burden in the next three years. Applicants will need to satisfy five criteria including evidencing that they currently have a compelling need to sell. The NTS scheme reflects non statutory consultation feedback and NTS consultation feedback, both received in 2021. More information can be found in the NTS Property Scheme Guidance and Application Form.<br><br>This matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| EWR states they expected 75% of users to be local. So why destroy so many local communities and their environment? 75% use expected to be local journeys by your own projections. So, why is the route not being designed with this in mind? | EWR is addressing a fundamental lack of connectivity in the region. The scheme will deliver a range of benefits to the local, regional and national economy. It will support economic growth of one of the most successful regions in the economy, through the provision of cheaper, greener and faster transport in an area constrained by poor east-west connectivity. Improved connectivity will join up key business clusters, broaden the labour pool for businesses, provide access to markets, enable greater collaboration and innovation for businesses and universities, and attract both investment and top talent to the UK. |

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| | In addition to improving local connectivity, EWR will also offer new journeys to local communities because of its key intersections with most of the UK's main rail lines – including the East Coast Main Line, Midland Main Line and West Coast Main Line – making it easier to get from Milton Keynes to Leeds or Cambridge to Manchester, as well as improved connections to international airports at Luton and Stansted.<br><br>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. The design solution will consider the longer-term environmental impacts of the scheme, and 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.<br><br>This matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concern raised regarding possibility of southern Cambridge becoming more urbanised and rural Cambridgeshire becoming part of Cambridge urban area/city. | The allocation of land for development is a matter for local planning authorities. 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. Any future projects and development facilitated by EWR would also be required to undertake their own impact assessments.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding increased risk to safety as a result of the proposals e.g. train strikes and train noise. | EWR Co has considered safety of the public and workers at all stages of design, and this will continue during construction and the route's operation and maintenance. The detailed design will be carried out in accordance with recognised industry standards published at the time of detailed design to provide a high level of safety, including measures to reduce risks to the public. EWR Co will continue to adapt the design to incorporate advances in design and technology that emerge in the future. No major differentiators were identified for either SATC or NATC options regarding safety risks.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding adverse impacts of southern route on historic villages, heritage assets, such as listed buildings, scheduled monuments and conservation areas. | The environment and heritage information presented in Appendix F of the Non-Statutory Consultation Technical Report showed that the SATC alignment would interact with the setting of two Scheduled Monuments.<br><br>EWR Co will seek to avoid or reduce direct impacts on the most sensitive nationally and internationally designated heritage assets during construction activities. We will develop a PEIR to describe the likely adverse and beneficial environmental effects of the proposals. The PEIR will include information regarding the historic environment baseline, preliminary construction and operation assessment of direct impacts and the setting of heritage assets, buried archaeology and historic landscapes. Zone of Theoretical Visibility will be produced to inform extent of change to settings. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the DCO application.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Suggestion that a judicial review of EWR should be undertaken. | EWR Co considers that its approach to the design and optioneering of the new railway is robust and that any judicial review would be without merit. |
| Concern raised that southern route will adversely impact desirability of villages in South Cambridgeshire for people moving out of London to the countryside. | 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 |

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| | an increased pool of labour due to the reduction in journey time from areas along the EWR route. These opportunities will make the entire region between Oxford, Milton Keynes, Bedford and Cambridge a more attractive and affordable place to live and work.<br><br>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. |
| Concerns raised regarding potential impacts of development on MRAO with suggestion that further work is required to ensure there is no impact. | EWR Co took into account the potential for the new railway to affect the MRAO in the development of potential alignments. EWR Co is in ongoing discussions with MRAO to understand how impact to the observatory can be reduced for the SATC and, if unavoidable, mitigated. More information on how EWR Co plans to mitigate potential impacts on the observatory will be provided at statutory consultation. |
| Concerns raised regarding potential impact of southern route on equestrian users and suggestion that further work is required to minimise any potential impacts. | EWR Co's designs fully consider equestrian users where appropriate and we will promote and prioritise both active and sustainable transport modes. Our proposals for Public Rights of Way (PRoWs) will be designed to the latest standards that will maintain or increase safety for walkers, cyclists and horse riders.<br><br>During construction, EWR will seek to reduce impacts on PRoWs. Where a PRoW is affected, EWR will consider options that include closing the route temporarily, providing a temporary diversion, or opening an alternative permanent route before the existing one is closed. How the impacts are mitigated will depend on factors such as the type of works in the area and the safety implications. As described in section 4.2.5 of 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.<br><br>This matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that EWR employees (engineers) are stating that there is nothing that can be done with regards to moving route that will impact land and property. | 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. EWR Co will discuss the detailed design of the scheme with the landowners when the land requirements are known and envisages that this will occur at around the same time as the statutory consultation.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Suggestion that there is a need for accessible trains and station design; including CCTV, cycle and scooter storage, step free access, lifts, accessible toilets and changing facilities, and retail options. | EWR Co recognises the need to ensure access to the whole station, including getting on and off trains, is easy and safe for all users. New stations will be built to meet industry standards and guidance including the Office for Rail Regulations' 'Accessible travel policy – Guidance for train and station operators (March 2021). Accessible Travel Policy (orr.gov.uk). Step free access is one part of the Accessible Travel Policy for designing a station which is accessible and inclusive. Modern lifts with robust proactive maintenance plans will also be installed in optimum locations for easy access at each station to deliver a reliable experience for customers.<br><br>EWR Co is actively considering the end to end journey, including how services can connect to existing modes of transport. Provision of facilities to encourage use of active travel modes including cycling is a key consideration to the customer proposition as station designs are developed, as well as looking at opportunities to improve infrastructure and facilities in and around stations. EWR Co is including the provision of CCTV covered secure cycle parking at each of its new station which will be best placed to ensure optimum security for the cycles and a safe easy passage into the station for users.<br><br>EWR Co understands the provision of clean, accessible and inclusive toilet facilities in stations is fundamental to the customer experience. By thinking about the variety of people who will use stations, such as those who are disabled, those with visible and non-visible conditions or those travelling with children, for example, we're able to design stations and facilities that are inclusive and accessible including baby changing, gender neutral toilets and changing places. This also includes making all toilet facilities |

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| | in stations along the EWR route free to use. EWR Co is taking all feedback into consideration including feedback from representative groups to which facilities are best provided at each station to meet customer needs and demand.<br><br>EWR Co is looking to actively connect with communities and looking to create local retail opportunities where possible at stations that are sympathetic to the local environment and address community needs. This includes looking at opportunities to include space for retail to create places where people may use services as well as travel by train.<br><br>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the southern approach would impact the environment, wildlife, rivers and chalk streams. | 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 as far a reasonably practicable. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. For water resources, flooding and climate the NATC would perform worse than the SATC due to the greater area of route within flood zone. This would require design mitigations to ensure the infrastructure would be suitably resilient and avoid increasing flood risk elsewhere.<br><br>We fully appreciate concerns around the potential environmental impacts of EWR, including on wildlife. We will consider the importance of environmental sustainability in the activities and the decisions we make, with the aim of designing, constructing, operating and maintaining the railway in a responsible manner that reduces negative environmental impacts and realises opportunities to enhance the environment. We will undertake an EIA in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. As detailed designs progress, EWR Co will also continue to have regard to the potential interaction between the SATC and chalk streams in south Cambridgeshire.<br><br>However, these matters would not cause EWR Co to re-open the decision to prefer the SATC. |
| Suggestion that local environment and wildlife charities state that the southern approach is worse for the environment than the northern approach. | 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 as far a reasonably practicable. EWR Co has considered the feedback received from environmental organisations in response to the non-statutory consultation, including any preferences they expressed and their reasoning behind them carefully.<br><br>Based on the design presented in Appendix F of the Non-Statutory Consultation Technical Report, EWR Co stated that in terms of the environment, the northern approach would not be likely to perform materially better than the southern approach.<br><br>However, the updated NATC design has lowered the alignment through the countryside and reduced works, associated demolitions, and potential impact on environmental features including priority habitat and open green space within Cambridge. The updated NATC is considered to be a minor improvement for environmental impacts and opportunities compared to the SATC as a result.<br><br>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised around drought risk & drainage problems associated with southern approach and suggestion that EWR works with new housing developments and planners to ensure water | 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 water and drainage systems as we develop the design. |

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| management systems are integrated to ensure preservation of existing water sources. | Utility and drainage works will conform to the appropriate regulatory and statutory clearances and distances, with works carried out in accordance with health, safety, and construction legislation, as well as relevant technical standards and guidance. Utility diversions, protection and the relocation of farm irrigation infrastructure may be required but these works would be relatively short in duration. EWR will work with landowners whose farm water supply reservoirs and associated irrigation system is significantly impacted to ensure that a comparable supply is maintained during construction.<br><br>EWR Co will develop a 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 baseline data supported by surveys, flood modelling and a preliminary construction and operation assessment of impact on surface water, ground water, flood risk and land drainage. This will be presented at Statutory Consultation with a full environmental statement being submitted as part of the development consent order application.<br><br>Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice or equivalent document submitted alongside a Development Consent Order (DCO) application. This will include measures to control impacts related to construction noise and vibration, air quality, contaminated land, ecology, historic environment, construction traffic, tree protection, surface and groundwater management, waste management and general site operations.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding potential adverse impacts of the southern approach on environmentally sensitive farms located in the area. | EWR Co understands the importance of agriculture to the communities the railway will serve and 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 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.<br><br>The area to the east and southeast of Cambourne is dominated by agricultural land, much of which would be considered as BMV land and would be affected by both an NATC and an SATC. Whilst utilising agricultural land reduces the potential for impact on biodiversity, the SATC would result in severance and disruption to farming practices as well as the loss of several agricultural buildings. In this regard, the NATC would represent a minor improvement in terms of the impact on agriculture as it would avoid direct impacts on farm buildings.<br><br>EWR may impact agricultural land and access for farm vehicles during construction. EWR Co will seek to reduce and mitigate such potential impacts by working closely with farmers and landowners. EWR Co will seek to ensure that access to severed land for farmers and farm vehicles is maintained during construction, 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.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding possible adverse impacts of the southern route on species (e.g. Barbastelle bats) and sensitive habitats (e.g. chalk hills and Wimpole Woods). | EWR Co has considered the potential impact of the SATC on protected species, such as barbastelle bats, and at this stage it is considered that impacts on the Eversden and Wimpole Woods SAC would be capable of mitigation so as to avoid an adverse effect on the integrity of the site.<br><br>Similarly, in developing the SATC design EWR Co also had regard to the potential impact on sensitive or priority habitats. 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 10% Biodiversity Net Gain as part of the scheme. |

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| | The company will consider enhancing some existing habitats and look at opportunities to create new habitats. Further information on plans for achieving Biodiversity Net Gain will be provided during future phases of consultation.<br><br>EWR Co will develop a PEIR to describe the likely adverse and beneficial environmental effects of the proposals. 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.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding the potential adverse impacts the southern route will have on soil, particularly regarding soil pollution. | EWR Co understands the importance of agriculture to the communities the railway will serve and 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. The potential impact on soils and soil pollution has been considered in preparing the designs for the SATC to date and will continue to be taken into account as detailed designs are prepared.<br><br>As part of this, EWR Co is exploring ways to reduce the impact of 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.<br><br>The PEIR will include information regarding baseline soils environment, including presence of BMV land, and existing agricultural and forestry land use and agricultural land holdings. The potential impacts and likely effects on the baseline soils environment arising from disturbance and displacement and mitigation such as outline plans for soil management during construction will be presented as part of the PEIR, which will be available at statutory consultation. A full Environmental Statement will then be submitted as part of the DCO application.<br><br>At present, EWR Co does not consider that the SATC would pose any material risk to soil resources in terms of quality, contamination or pollution. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised around the routing of the southern approach through an area of chalk streams. | EWR Co will work to identify and reduce impacts and protect the countryside, including important ecosystems such as chalk streams, wherever reasonably practicable. To help reduce impacts, EWR Co are 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, looking at environmental compensation measures. The potential impact of the SATC on chalk streams has been taken into account in preparing the designs for the railway and EWR Co will continue to have regard to any potential impacts as more detailed designs are prepared. Any likely environmental effects will be set out in the environmental statement which will accompany the eventual DCO application.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns that route E would impact vital countryside & ancient woodland (e.g. Hardwick Wood SSSI). | The area around Cambridge is predominantly rural in character which means that the new railway would inevitably have an impact on the countryside regardless of which approach to the existing rail network is chosen.<br><br>The proposed SATC alignment would not have any direct impact on any known areas of ancient woodland. It would pass within approximately 650m of Hardwick Wood and will have no direct impact on this woodland area.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding impacts of southern approach on ecological and environmental assets, e.g. Watts Wood, Nine Wells Nature reserve and Bourn Brook. | The environment and heritage data presented in Appendix F of the Non-Statutory Consultation Technical Report showed that the SATC alignment would interact with a greater number of priority habitats than the NATC. The updated NATC is considered to be a minor improvement for overall environmental impacts and opportunities The SATC passes approximately 1.5km from |

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| | Watts Wood, Comberton. The widening of the WAML is not expected to directly impact Nine Wells as the railway is being kept largely within the existing Network Rail boundary.<br><br>Bourn Brook is crossed near Great Eversden and an appropriate design that mitigates impacts on the Bourn Brook, as far as reasonably practicable, will be presented at statutory consultation.<br><br>However, these matters would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the southern approach would cause more damage to the environment, trees, plants and animal species compared with the northern approach. | Based on the design presented in Appendix F of the Non-Statutory Consultation Technical Report, EWR Co stated that in terms of the environment, the northern approach would not be likely to perform materially better than the southern approach.<br><br>However, the updated NATC design has lowered the alignment through the countryside and reduced works, associated demolitions, and potential impact on environmental features including priority habitat and open green space within Cambridge. As a result, the updated NATC is considered to be a minor improvement for overall environmental impacts and opportunities compared to the SATC.<br><br>However, this matter would not in itself cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future.<br><br>The detailed design solution will consider the longer-term environmental impacts of the scheme, and 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. 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 train that may be used in EWR's long-term train fleet.<br><br>In addition, 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. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate. |
| Concerns raised that the southern alignment has not taken the greenbelt into consideration. | Cambridge is surrounded by designated green belt land which means that there would be a potential impact regardless of whether the NATC or SATC is built. This matter was taken into account when the STC was selected as the preferred option and there has been no change of circumstances which would justify re-opening the decision to prefer the SATC on the basis of impacts on the green belt. |
| Concerns raised that the impacts of the railway cannot be offset by planting trees. | In addition to the measures to manage environmental impacts which EWR Co will apply during the construction of the works via the CoCP or an equivalent document, the longer-term environmental impacts will also be considered in the design solution. The design of the works, therefore, will consider specific measures to reduce the impact of the Project on the surrounding environment during operation. For example, the use of landscaping and screening to reduce visual intrusion, and bunds or noise barriers to reduce railway noise and how new and emerging technologies can be used in a long-term train fleet to reduce impacts.<br><br>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 10% Biodiversity Net Gain as part of the scheme. Biodiversity Net Gain requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach supports the Government's 25-year Environment Plan. |

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| | EWR Co will also consider enhancing existing habitats and look at opportunities to create new habitats. Further information on plans for achieving Biodiversity Net Gain will be provided during future phases of consultation.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| There are concerns that the extent of engineering works would displace a large volume of water and increase flood risk to nearby properties. It is argued that the local sewers cannot cope now in times of heavy rainfall, even before the increased runoff from the track. | The railway drainage system design will take appropriate consideration of impacts on existing sewers, drainage and water systems to avoid or mitigate potential adverse impacts. Additionally, in light of the increasing frequency and severity of extreme weather events associated with climate change, best industry practice and new standards, the condition and capacity of the railway drainage systems are also being reviewed with a view to reducing the future risk of the railway flooding.<br><br>EWR Co will develop flood risk assessments to help inform the design process, which will incorporate taking account and planning for the future requirements of a changing climate. EWR Co will develop a 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 baseline data supported by surveys, flood modelling and a preliminary construction and operation assessment of impact on surface water, ground water, flood risk and land drainage. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the DCO application.<br><br>EWR Co also notes that the NATC would have a greater length in floodplain and areas known to be susceptible to flooding. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding an increased risk of flooding associated with the southern route. | The NATC would perform worse than the SATC in terms of impact on water resources and flooding and climate resilience due to the greater length of route within flood zone and areas known to be susceptible to flooding. This would require design mitigations to ensure the infrastructure would be suitably resilient and avoid increasing flood risk elsewhere.<br><br>Accordingly, these matters would not cause EWR Co to re-open the decision to prefer the SATC, especially because the SATC would provide greater opportunities to unlock economic growth across the region (and at the Cambridge Biomedical Campus in particular), delivers greater overall connectivity and provides greater flexibility to extend EWR services in the future. |
| Concerns raised that the southern route will be prone to flooding as it passes through areas which flood regularly. | The NATC would perform worse than the SATC in terms of impact on water resources and flooding and climate resilience due to the greater length of route within flood zone and areas known to be susceptible to flooding. This would require design mitigations to ensure the infrastructure would be suitably resilient and avoid increasing flood risk elsewhere.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. EWR Co will develop flood risk assessments to help inform the design process, which will incorporate taking account and planning for the future requirements of a changing climate. EWR Co will develop a 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 baseline data supported by surveys, flood modelling and a preliminary construction and operation assessment of impact on surface water, ground water, flood risk and land drainage. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the DCO application. |
| Concerns raised about whether new housing developments were taken into consideration when performing flood assessments? | EWR Co will develop flood risk assessments to help inform the design process, which will incorporate taking account existing and committed development, as well as planning for the future requirements of a changing climate. EWR Co has been monitoring the progress of new and emerging development plans across the area, including in Bedford Borough, Central Bedfordshire and the proposed Greater Cambridge Local Plan. Existing or proposed projects (i.e. permitted local plan projects) will be considered as part of the EWR assessments. Any future projects or development facilitated by EWR will be required to undertake their own assessments.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |

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| Concerns raised that there is a lack of Sustainable drainage systems (SuDS) incorporated into the EWR project proposals | EWR Co will develop flood risk assessments to help inform the design process, which will incorporate taking account and planning for the future requirements of a changing climate. Sustainable drainage systems (SuDS) will be considered alongside a number of other measures within the design. Further details of our proposals will be presented at statutory consultation.<br><br>This matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the southern route will adversely impact chalk streams in the area. | EWR Co has worked to identify and reduce impacts and protect the countryside, including important ecosystems such as chalk streams, wherever reasonably practicable. To help reduce impacts, EWR Co are 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, looking at environmental compensation measures. The potential impact of the SATC has bene taken into account as part of this process and this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised about the potential adverse impacts of the southern route on buildings/areas on the route that are of historical/archaeological importance i.e. Chapel Hill, Landbeach and Money Hill Tumuli. | Further work has been undertaken to in development of the Cambridge-to-Shepreth Branch junction corridor to gain a more detailed understanding of the potential impacts of an SATC four-track corridor and the new junctions at Hauxton and Shepreth Branch Junction. This includes consideration of impacts on the Nine Wells area, greenspaces, and Scheduled Monuments.<br><br>There would be two Scheduled Monuments within 10m of the SATC. The route and construction boundary would likely be adjacent to existing scheduled features in the Harston area and parallel to the WAML, south of Addenbrooke's Road. Whilst direct impacts are likely to be avoided on the area of land scheduled, there remains potential for impacts on the setting of these assets.<br><br>By comparison, the NATC is closer to more listed buildings. The NATC would also have the potential to impact on the settings of a number of heritage assets, but in particular Madingley Hall and Childerley Gate.<br><br>The SATC would not have any impacts on heritage assets in the Landbeach area. Chapel Hill, The Money Hill Tumuli and other non-listed or scheduled areas may be impacted in the Haslingfield area by the SATC and further work will be undertaken in order to assess this and potential mitigation measures.<br><br>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 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 will be carried out so the detailed scheme can be designed to avoid these and where this is not possible, incorporate appropriate mitigation measures into the design and construction of the scheme. 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.<br><br>The PEIR will include information regarding the historic environment baseline, preliminary construction and operation assessment of direct impacts and the setting of heritage assets, buried archaeology and historic landscapes. Zone of Theoretical Visibility will be produced to inform extent of change to settings. The PEIR will be presented at statutory consultation with a full Environmental Statement being submitted as part of the DCO application.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding potential landscape and visual impact of southern route including farmland, woodland, greenbelt and watercourses. | We recognise that the countryside, parks and green spaces, and access to them is important to local communities. Cambridge is surrounded by designated green belt which means that the railway would pass through it regardless of whether the NATC or SATC is used to approach the city so this is not differentiating consideration will work to reduce impacts.<br><br>In terms of impact on farmland, the updated NATC is considered to perform better than the SATC as, even though the SATC crosses a greater length of best and most versatile agricultural land, it would potentially result in the loss of a small number of agricultural infrastructure. |

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| | EWR may impact agricultural land and access for farm vehicles during construction. EWR Co will seek to ensure that access to severed land for farmers and farm vehicles is maintained during construction, 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.<br><br>For water resources and flooding as well as climate resilience the updated NATC would perform worse than the SATC due to the greater area of route within flood zone and areas known to be susceptible to flooding. This would require design mitigations to ensure the infrastructure would be suitably resilient and avoid increasing flood risk elsewhere.<br><br>The SATC and NATC avoid all areas of known ancient woodland. EWR Co will develop a PEIR to describe the likely 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 potential impacts to agriculture, woodland and watercourses, as well as information regarding the visual impact of the scheme. The PEIR will be available at statutory consultation, with a full Environmental Statement being submitted alongside the DCO application.<br><br>Whilst it is anticipated that the NATC would have a slightly lower overall impact on the landscape, due to the marginally lower sensitivity of the landscape north of Cambridge, this matter would not in itself cause EWR Co to re-open the decision to prefer the SATC. This is because the SATC offers greater opportunities to unlock economic growth, provides better connectivity and offers greater flexibility to extend EWR services in the future. |
| Concerns raised regarding landscape and visual impacts associated with rail infrastructure including bridges, viaduct and embankments. | 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. It is inevitable that the construction of the new railway line, including any bridges, viaducts and embankments that may be required, will have an impact on the landscape through which it passes. 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. For example, measures to reduce visual intrusion may include the use of landscaping and screening.<br><br>The PEIR will include information regarding the landscape and visual baseline, preliminary construction and operation assessment of the preferred alignment's impact on landscape character and views. Zone of Theoretical Visibility will be produced to inform extent of views. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the DCO application.<br><br>However, this matter would not in itself cause EWR Co to re-open the decision to prefer the SATC. This is because the SATC offers greater opportunities to unlock economic growth, provides better connectivity and offers greater flexibility to extend EWR services in the future. |
| Suggestion that southern route will have greater impact on the landscape than the northern route, with specific refence to opportunities to aligned with existing transport corridors. | 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 to cross above existing roads. It is now expected that the length of viaduct could be significantly reduced, whilst remaining above predicted flood levels, through measures such as reconstructing local roads and the guided busway to cross above the railway on bridges. The updated NATC would also have reduced bridge and embankments through the countryside and reduced works within Cambridge and would therefore be expected to have a lower visual impact compared to the NATC considered in the 2021 consultation documents. These changes mean that the updated NATC design would perform slightly better than the SATC in terms of overall landscape impacts.<br><br>However, this matter would not in itself cause EWR Co to re-open the decision to prefer the SATC. This is because the SATC also offers greater opportunities to unlock economic growth, provides better connectivity and offers greater flexibility to extend EWR services in the future. |

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| Concerns raised that the alignments going south from North Cambourne station will have adverse noise and vibration impacts, during both day and night. | Noise and vibration are not expected to be a differentiating matter between the NATC and SATC. 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.<br><br>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. EWR Co will consider measures that will reduce noise and vibration, such as choice of trains, track technology, and noise barriers.<br><br>The PEIR will include information regarding the existing baseline noise and vibration (where there were already vibration generating sources) environment, together with construction and operational noise limits having had regard to the appropriate guidance and legislation. Construction and operational noise levels generated from the proposed works will also be presented as part of the PEIR which will form elements to be considered at statutory consultation. A full Environmental Statement will then be submitted as part of the DCO application.<br><br>EWR proposed operational hours for passenger services in Appendices A and B of EWR Co 2021 Consultation Technical report, with less intensive train movements as required outside these hours for infrastructure maintenance, inspection, freight, and other activities as part of the national rail network.<br><br>Accordingly, this matter would not in itself cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised about possible adverse noise impacts associated with southern route, particularly on local primary schools. | In regard to overall noise and vibration impact this is not expected to differentiate between the NATC and SATC. 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.<br><br>Comprehensive assessments will be carried out and will use industry-leading computer modelling, to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. In these assessments specific consideration will be made for sensitive receptors such as schools, but EWR Co does not consider that any material adverse impacts on local schools would arise. EWR Co will consider measures that will reduce noise and vibration, such as choice of trains, track technology, and noise barriers.<br><br>Accordingly, this matter would not in itself cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that embankments associated with the southern route will exacerbate any noise pollution generated by the trains. | Since consultation, EWR Co has been reviewing the design of the SATC and looking for opportunities to reduce the height of embankments and viaducts within the design. This includes minimising the amount the railway alignment is raised while allowing for road and other accesses to cross over or under the railway. When considering these opportunities, we aim to reduce the overall impact of our design.<br><br>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, topography and features of the design such as embankments to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. EWR Co will consider measures that will reduce noise and vibration, such as choice of trains, track technology, and noise barriers.<br><br>The PEIR will include information regarding the existing baseline noise and vibration (where there were already vibration generating sources) environment, together with construction and operational noise limits having had regard to the appropriate guidance and legislation. Construction and operational noise levels generated from the proposed works will also be presented as part of the PEIR which will form elements to be considered at statutory consultation. A full Environmental Statement will then be submitted as part of the DCO application. |

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| | This matter would not cause EWR Co to re-open the decision to prefer the SATC which would offer greater opportunities to unlock economic growth, provides better connectivity and offers greater flexibility to extend EWR services in the future. |
| Questions asked about what noise mitigation measures will be used by the project. | EWR Co recognises concerns about the potential impact of noise and vibration and is committed to considering measures that will reduce noise and vibration. This includes:<br>- Choice of trains<br>- Track technology<br>- Noise barriers – which form one of a number of mitigations that may be appropriate where tracks may create noise and vibration.<br>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. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information regarding the existing baseline noise and vibration (where there were already vibration generating sources) environment, together with construction and operational noise limits having had regard to the appropriate guidance and legislation. Construction and operational noise levels generated from the proposed works will also be presented as part of the PEIR which will form elements to be considered at Statutory Consultation.<br>A full environmental statement will then be submitted as part of the development consent order application. 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.<br>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that trains running uphill will produce more noise, with the southern alignment more undulating that the northern alignment. | Notwithstanding the differences in topography, EWR Co does not consider that overall noise impacts would materially differentiate between the NATC and SATC. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC which would also offer greater opportunities to unlock economic growth, provides better connectivity and offers greater flexibility to extend EWR services in the future. |
| Suggestion that the railway line is electrified to minimise noise. | No commitment on the traction power type to be used has yet been made by Government, and electrification is only one of the options being considered. To the extent that noise differentiates between traction options then this will be considered before a final decision is taken. Further information will be presented at statutory consultation, followed by a full Environmental Statement submitted alongside the DCO application, but this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding the impact of noise generated by the southern route on the local wildlife. | EWR Co will develop a 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. The PEIR will also include information about the noise and vibration impacts of the scheme. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application.<br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC |
| Concerns raised that noise pollution from trains running up to 15 meters above ground level will affect more than | Since consultation, EWR Co has been reviewing the design of the alignment and looking for opportunities to reduce the height of embankments and viaducts within the design. This includes minimising the amount the railway alignment is raised while |

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| just the 200-meter zone either side of the track, which is the implied noise zone. | allowing for road and other accesses to cross over or under the railway. When considering these opportunities, we aim to reduce the overall impact of our design and any noise effects will be taken into account as the detailed design is developed.<br><br>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 and topography to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. EWR Co will consider measures that will reduce noise and vibration, such as choice of trains, track technology, and noise barriers.<br><br>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC which would also offer greater opportunities to unlock economic growth, provides better connectivity and offers greater flexibility to extend EWR services in the future. |
| Concerns raised regarding possible impacts on noise pollution and suggestion that freight trains can reach 100Db. | Neither the NATC nor the SATC would be able to accommodate more than two additional freight trains in each direction per day without significant additional works to upgrade other parts of the rail network.<br><br>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 and topography to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. EWR Co will consider measures that will reduce noise and vibration, such as choice of trains, track technology, and noise barriers.<br><br>In these circumstances, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised about whether the Mullard Radio Astronomy Observatory (MRAO) and problems of electromagnetic interference and vibration to the highly sensitive radio telescopes have been considered? | EWR Co took into account the potential for the new railway to affect the MRAO both in the development of potential alignments. EWR Co is in ongoing discussions with MRAO to understand how impact to the observatory can be reduced for the SATC and, if unavoidable, mitigated. More information on how EWR Co plans to mitigate potential impacts on the observatory will be provided at statutory consultation. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the southern alignment would reduce property value and adversely impact emotional wellbeing. | EWR Co is aware that the project could have potential impacts on local property values and that this could have consequential impacts on householder's wellbeing, including mental and emotional well-being.<br><br>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 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. The details for the Guide to the Need to Sell scheme are available on our website.<br><br>Where no land is taken, under Part I of the Land Compensation Act 1973 compensation may be claimed for reduction in the value of the property due to physical factors caused by the use of a new or altered railway, which is explained further in the guide on the EWR Co website: Guide to Part 1 Claims.<br><br>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC which would also offer greater opportunities to unlock economic growth, provides better connectivity and offers greater flexibility to extend EWR services in the future. |

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| Suggestion that route E will result in demolition of more homes than the northern route. | Although the design presented in Appendix F of the Non-Statutory Consultation Technical Report would require the demolition of 40 – 85 properties for the NATC, the updated NATC design is now expected to not require any demolitions unless the reconstruction of the Mill Road overbridge is required. Appendix F showed that 5 demolitions would be required for the SATC.<br><br>Even with this reduction in the potential demolition impact, this matter would not cause EWR Co to re-open the decision to prefer the SATC which offers greater opportunities to unlock wider economic growth, provides better connectivity and offers greater flexibility to extend EWR services in the future. |
| Concerns raised that vibration impacts from trains will result in damage to property. | EWR Co does not anticipate that vibration impacts from the new EWR train services would cause property damage. In any event, a greater length of the NATC would be located within the built-up area of Cambridge and in closer proximity to more neighbouring properties.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the proposals for the southern route do not take into consideration a number of housing developments currently under construction (i.e. Bourn airfield, Caldecote Highfields and Cambourne West). | EWR Co has been monitoring the progress of new and emerging development plans across the area, including in Bedford Borough, Central Bedfordshire and the proposed Greater Cambridge Local Plan. Existing or proposed projects will continue to be considered as part of the EWR assessments.<br><br>The design aims to reduce and mitigate the impacts on the developments at Bourn Airfield and Highfields Caldecote. The preferred alignment, Route Alignment 1 (incorporating a localised variation to serve a station at Tempsford), would only impact the north-eastern corner of the proposed Bourn Airfield development. It is considered most of the development could be delivered unimpeded. Since the 2021 Non-Statutory Consultation, the design has been amended to avoid having a direct impact on the Linden Homes development at All Angels Park.<br><br>Route Alignment 1 would also not directly impact the Cambourne West development. |
| Suggestion that the northern route impacts seven times fewer local residents that are within 200m of the proposed alignments. | 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.<br><br>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.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that proposals for the southern alignment have not given adequate consideration to the need for connectivity of agricultural land. | EWR Co understands the importance of agriculture to the communities the railway will serve and 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 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.<br><br>EWR may impact agricultural land and access for farm vehicles during construction. EWR Co will seek to ensure that access to severed land for farmers and farm vehicles is maintained during construction, 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. |

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| | The NATC has a longer length than the SATC through best and most versatile land and would potentially intersect a greater number of agricultural fields.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the area surrounding the southern route is located on ground considered unstable, and a cutting through Chapel Hill may put houses in Haslingfield at risk of subsidence. | The design solution will consider the longer-term environmental impacts of the scheme, and 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. The design is based on proven construction practices that have been carried out successfully on other projects. It has been developed while taking account of the local context including topography, geology and environment factors.<br><br>The current SATC design has been developed primarily using geotechnical information gathered through desktop research. This has not indicated that ground conditions within Chapel Hill would put houses in Haslingfield at risk of subsidence, as suggested by the respondent. As the design progresses further, more detailed ground investigations will be undertaken to understand geological conditions along the route and mitigate any potential impacts arising from ground movements during construction.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concern raised that the southern approach passes within close proximity to existing residential homes. | 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.<br><br>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 rial 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.<br><br>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.<br><br>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 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.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns that listed buildings would be affected by all routes however there are four times the number of Grade 2 listed buildings within 500 metres of the track on the southern route, than on the northern one. | The design has considered heritage assets and followed the environmental mitigation hierarchy by seeking to avoid significant adverse effects on heritage assets 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. |

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| | 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 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 will 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 construction of the scheme. 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.<br><br>As set out in Appendix F of the Non-Statutory Consultation Technical Report, the NATC would be closer to more listed buildings than the SATC although neither would directly impact any Grade 1 or 2 Listed buildings on the route. The NATC NSC design would also have the potential to impact on the settings of a number of particulary important designated heritage assets, such as the American Cemetery and Memorial, Madingley Hall and Childerley Gate as well as a number of highly graded churches.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the southern route would have an adverse impact on land, road access and public walkways. | EWR Co has considered the impact of the Project on land, existing highways, PRoW and private access roads 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 reduces the impact on communities.<br><br>As described in section 4.2.5 of Consultation Technical Report, EWR Co will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concern raised that adverse impacts of southern route on community connectivity (e.g. Harston) may result in more traffic on the already congested A10 and London Road. | EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments including for the A10, London Road and roads in the Harston area where appropriate. 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.<br><br>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. 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 reduces the impact on communities. |
| Clarity sought on which roads may be closed as a result of the southern alignment. | 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.<br><br>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 reduces the impact on communities.<br><br>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. Appendix F of the Non-Statutory Consultation Technical Report stated that the two |

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| | approaches interact with more-or-less the same number of road crossings. Works are planned for a number of roads within the SATC area which may require some temporary road closures, however, access will be maintained to the communities on route.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the closure or diversion of local roads associated with the southern alignment will adversely impact cyclists. | 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. Works are planned for a number of roads within the SATC area which may require some temporary road closures, however, access will be maintained to the communities on route.<br><br>EWR Co will also maintain existing cycle ways, designed to the applicable national standards. As described in section 4.2.5 of Consultation Technical Report, EWR Co will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised about the impact of the southern route on the Haslingfield old quarry, and the numerous footpaths and nature walks in the area. | We are 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 the quarry as we develop the design. Based on the designs presented at NSC, we do not anticipate directly impacting Haslingfield old quarry. 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 reduces the impact on communities. As described in section 4.2.5 of Consultation Technical Report, EWR Co will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised that the southern alignment would create a barrier that prevent some fauna species accessing water courses. | EWR Co is mapping where the new railway may cross and border habitats used by protected and other 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. We will also identify surface water and groundwater features, such as watercourses and associated habitats, that have the potential to influence or be influenced by the proposed route. EWR Co assessments will consider quantity (under a range of conditions) and quality of the water environment, as well as aspects such as geomorphology and the wider value that the water environment provides in terms of habitats and biodiversity.<br><br>EWR Co will aim to ensure ecological connectivity by connecting or reconnecting fragmented areas of habitat to strengthen them, increase their future resilience, and promote the movement and migration of species. Its aspiration is to create a broad, well-connected corridor of green infrastructure that integrates the Project into the surrounding landscape, including providing suitable access to water courses where relevant.<br><br>Green bridges may be considered to mitigate severance of habitats and EWR Co will also look at other crossing types, including the use of underbridges and underpasses (for example, a greened underbridge that encourages species to safely cross beneath the railway). EWR Co's preference will be to integrate the engineering and environmental requirements into a single feature.<br><br>This matter is not considered to be a differentiator between the SATC and NATC and, accordingly, it would not cause EWR Co to re-open the decision to prefer the SATC. |
| Suggestion that CPRE, BCN Wildlife Trusts, Woodland Trust and Natural England all support the Northern approach due to the protected species that will be affected by the southern approach. | 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 as far a reasonably practicable. EWR Co is in regular contact with Natural England. For nature conservation bodies, we have considered their feedback to the non-statutory consultation, any stated preferences for route alignments, and their reasoning behind such preferences, carefully. |

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| | Whilst CPRE and the BCN Wildlife Trust supported an NATC, Natural England and The Woodland Trust expressed no preference.<br><br>This matter would not cause EWR Co to re-open the decision to prefer the SATC. |
| Concerns raised regarding possible impact of southern alignment on the Barbastelle and Pipistrelle bats in the Eversden and Wimpole woods. | The SATC would have no direct impact on the Wimpole/Eversden Woods and EWR at this stage it is considered that impacts on the Eversden and Wimpole Woods SAC would be capable of mitigation so as to avoid an adverse effect on the integrity of the site.<br><br>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC which provides better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future. |
| Concerns that the southern alignment will have an adverse impact on habitat (e.g. Bourn Brook Valley) and wildlife including protected plant (e.g. rare orchids) and animal (e.g. bats) species. | We are 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 wildlife species and their habitats as we develop the design.<br><br>As set out in Appendix F of the Non-Statutory Consultation Technical Report, the SATC alignment would interact with a greater number of priority habitats than the NATC. The NATC also avoids the use of the area of landscape to the southeast of Cambourne and therefore avoids locating new infrastructure within the core sustenance zone of the barbastelle bat colony at Eversden and Wimpole Woods SAC.<br><br>This means that overall the NATC design would represent an improvement over the SATC in terms of ecology and biodiversity impact.<br><br>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC which provides better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future. |
| Concerns raised that agricultural land will be adversely impacted by the southern route with suggestion that further work is required to ensure all such land can continue to be used following construction. | EWR Co understands the importance of agriculture to the communities the railway will serve and 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 the railway on agricultural land holdings and soil resources. The NATC has a longer length than the SATC through BMV land and would potentially intersect a greater number of agricultural fields.<br><br>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.<br><br>The PEIR will include information regarding baseline soils environment, including presence of BMV land, and existing agricultural and forestry land use and agricultural land holdings. The potential impacts and likely effects on the baseline soils environment arising from disturbance and displacement and mitigation such as outline plans for soil management during construction will be presented as part of the PEIR and will be presented at statutory consultation. Potential impacts and likely effects on agricultural and forestry land use and agricultural land holdings arising from land-take, demolitions of agricultural infrastructure, severance and changes in accessibility will also be presented as part of the PEIR, with a full Environmental Statement then being submitted as part of the DCO application.<br><br>Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice (CoCP) or an equivalent document submitted alongside a DCO application. This will include measures to control impacts related to soils.<br><br>As EWR Co develops its plans, consideration will be given to ensuring land required temporarily can be put back into use. For example, by ensuring soils are retained and can be reused following completion of construction works. |

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| | However, this matter would not in itself cause EWR Co to re-open the decision to prefer the SATC which provides better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future. |
| Concerns raised about potential adverse impacts on air quality as a result of construction of the southern route. | 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.<br><br>In relation to the air quality, both the SATC and the NATC would have the potential to cause impacts during construction if mitigation measures are not put in place, but the NATC is considered to perform worse compared to the SATC due to additional works required within the AQMA areas north of Cambridge Station. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.<br><br>EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. The PEIR will include information regarding the baseline air quality environment and identification of the relevant air quality standards and targets. The likely risks from construction activities and potential impacts from operation, including identification of mitigation and control measures will also be presented as part of the PEIR and will be presented at statutory consultation. A full Environmental Statement will then be submitted as part of the DCO application and will assess changes in nitrogen oxides (NOx), fine particulates (known as PM2.5 and PM10) and dust. This assessment will follow best practice and guidance such as the guidance set by the Institute of Air Quality Management and other recognised bodies. |