

Appendix 6: Table 3.4 – Approach to Cambridge – Southern Approach to Cambridge – Concerns (part 2 of 2)

Matter Raised	EWR Co Response
Concerns raised about possible adverse impacts on air quality as a result of an increased number of vehicle journeys that will be taken during the construction period.	<p>EWR Co takes its commitment to delivering sustainable transport seriously and is developing the Project in line with the policy and law of the UK Government, such as the Clean Air Strategy. 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, the routes construction vehicles will take to work sites, as well as how to manage work sites to avoid and reduce any dust creation.</p> <p>In relation to the air quality, the NATC design performs worse due to additional works within the AQMA areas north of Cambridge station which are not needed for the SATC.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised about the increased carbon footprint during construction.	<p>EWR Co aims to deliver a net zero carbon railway, in line with existing and developing net zero carbon policy, legislation and commitments at a global, national and local level which requires the UK to reach net zero greenhouse gas emissions by 2050. As detailed in the Consultation Technical Report provided as part of the 2021 non-statutory consultation, environmental factors, including Greenhouse Gases (GHGs) have been considered as part of developing the proposed route alignments.</p> <p>Due to the greater length of viaduct and embankments required in the NATC design presented within Appendix F of the Non-Statutory Consultation Technical Report, the NSC NATC would have greater embedded carbon and require far more imported materials. Whilst the revisions to the NATC design have reduced potential embodied carbon due to reducing the bridge and embankments and reduced works within Cambridge – so as to represent an overall improvement in terms of embodied carbon compared to the SATC – this 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.</p>
Concerns about the amount of energy used during construction and the effect it will have on the net zero carbon ambitions.	<p>The EWR Project will need to demonstrate that it would not have a material impact on the ability of the UK Government to meet its carbon reduction targets in order to be granted development consent.</p> <p>Due to the greater length of viaduct and embankments required in the NATC design presented within Appendix F of the Non-Statutory Consultation Technical Report, the NATC would have greater embedded carbon and require far more imported materials. The updated NATC design has reduced the potential amount of embodied carbon due to reducing the bridge and embankments and reduced works within Cambridge. The revised NATC would represent an improvement compared to the SATC on this point.</p> <p>However, this 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.</p>
Concerns raised about carbon emissions resulting from the soil disturbance that will be necessary for the cuttings and embankments associated with the southern route.	<p>Due to the greater length of viaduct and embankments required in the NATC design presented within Appendix F of the Non-Statutory Consultation Technical Report, the NATC would have greater embedded carbon and require far more imported materials than the SATC.</p> <p>However, the updated NATC design has reduced bridge and embankment works and reduced works within Cambridge than the SATC, which now includes a greater volume of earthworks than the NATC.</p> <p>Nevertheless, whilst this means that the revised NATC design would represent an improvement compared to the SATC in terms of overall embodied carbon, EWR Co does not consider that carbon emissions specifically resulting from soil disturbance would in itself be a material differentiator between them.</p>

	<p>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.</p>
<p>Concerns raised about the disruption that will be caused during construction to communities, villages and children.</p>	<p>Construction of a major infrastructure Project like EWR will inevitably cause disruption for local communities. 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 Project. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment, and how to avoid significant adverse impacts on health and quality of life. 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.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
<p>Concerns raised that communities will be divided during the construction of the new railway.</p>	<p>EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the Project. The company will continue to consider the impact of planned work as the Project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment, and how to avoid significant adverse impacts on health and quality of life. 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.</p> <p>EWR Co is seeking to maintain existing community connections wherever feasible. 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. In this regard, the NATC would perform worse compared to the SATC because of the closer proximity of the route to communities and the crossing of a number of designated rights of way.</p> <p>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.</p> <p>Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises the impact on communities, including for villages and schools/children.</p>

	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.
Concerns raised regarding the potential adverse impact on the safety of children travelling to school during the construction phase.	<p>EWR has considered the 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 safety of workers, road users, non-motorised users (NMUs), supply chain and local people has been prioritised and considered so that risks are eliminated wherever possible.</p> <p>During construction, EWR will ensure that health, safety, and wellbeing performance meets and exceeds minimum legal requirements and industry best practice, including for children travelling to and from school. The Code of Construction Practice (CoCP) or an equivalent document will set out additional standards to maintain safety and security.</p> <p>This matter would not in itself differentiate between the NATC and the SATC in terms of safety and, accordingly, it would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised about the impact to the countryside during construction.	<p>EWR Co appreciates the concerns around the impacts on the countryside and will work to identify and reduce impacts and protect it wherever reasonably practicable. We recognise that the countryside, parks and green spaces, and access to them is important and will work to reduce impacts. However, a major infrastructure Project like EWR will inevitably have some degree of impact on the countryside during construction regardless of whether the NATC or SATC is built because the area surrounding Cambridge is predominantly rural in character.</p> <p>Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a CoCP or an equivalent document submitted as part of a 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. In addition, it will state permissible contractor working hours. EWR Co's teams will continue to engage with local people and communities to understand the arrangements which are least disruptive to people's lives and businesses and will ensure that appropriate measures are in place to protect the flora and fauna of the corridor through which construction works will take place. Often this will involve the use of physical barriers and occasionally will require the relocation of species to an alternative location. Compliance with the CoCP or an equivalent document will be secured through the Requirements of the DCO itself.</p> <p>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.</p>
Suggestion raised that compensation is needed for the disruption during construction and the impact on local roads.	<p>Where public works – such as construction of a new railway line like EWR – are carried out then the statutory compensation code enables eligible claimants to recover compensation for the loss in value of land attributable to the construction of the Project. EWR Co will comply with its legal obligations to pay compensation under the code.</p> <p>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. 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.</p> <p>These matters 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.</p>
Concerns raised about residents that live close to the construction areas.	In developing our proposals, EWR Co has aimed to reduce 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 during construction. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.

	<p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Comments raised about the length of disruption during construction of the new railway, which will not benefit some villages.	<p>In developing our proposals, EWR Co has aimed to reduce the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>EWR Co expects the new rail link to support significant local economic growth that will benefit individuals, communities, educational and research establishments, and businesses. EWR will provide increased connectivity to households and businesses across the route. For households, residents will benefit from decreased journey times to areas along EWR, and workers will be better connected to additional job opportunities along the route. Furthermore, businesses will be able to attract an increased pool of labour due to the reduction in journey time from areas along the EWR route. This means that there will be significant indirect benefits even if a particular settlement does not have an EWR station of its own.</p> <p>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.</p>
Concern that the proposed southern alignment option will cause long-term impacts on the environment.	<p>EWR Co fully appreciates concerns around the potential environmental impacts of EWR. These are inherent in a major infrastructure project like the new railway line which EWR Co will be constructing.</p>

	<p>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.</p> <p>We will continue to 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 aim to be a net zero carbon railway and to contribute to the wellbeing of our communities and customers. We will undertake an EIA in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities.</p>
Comments that minimising impacts on the environment should be a priority in decision making on the alignment and design of the new railway.	<p>In order to ensure the options being developed and consulted on meet the Project Objectives, and that there is a robust evidence base and consistent approach supporting decision making, a range of Assessment Factors have been developed. The selection of a preferred route option following the previous public consultation was based on a combination of fifteen assessment factors, which were grouped under headings for Business Case and Customers, Network Capability, Environment and Society and Local Plans.</p> <p>Environmental impacts and opportunities comprise one of the fifteen assessment factors used in option selection decisions. Multiple topics are considered within this assessment factor, including ecology and biodiversity, air quality, historic environment and socio-economic impacts. A full list of Assessment Factors and their supporting considerations can be found in Appendix C of the Non-Statutory Consultation Technical Report.</p> <p>Based on the design presented in Appendix F of the Non-Statutory Consultation Technical Report, the NATC would not have performed materially better than the SATC. 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 therefore a minor improvement over SATC for environmental impacts and opportunities.</p> <p>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.</p>
Concern that the proposed southern approach to Cambridge will have greater impacts on the environment including trees, protected habitats, plant and animal species and SSSI's.	<p>EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. The SATC will avoid direct impacts on the most significant nationally and internationally designated environmental assets including, National Nature Reserves (NNRs), Ramsar Sites, Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs) and candidate Special Areas of Conservation (cSACs), Special Protection Areas (SPAs) and candidate Special Protection Areas (cSPAs), Ancient Woodland and Veteran Trees.</p> <p>The NATC avoids use of the area of landscape to the southeast of Cambourne and would not situate new infrastructure within the Core Sustenance Zone of the barbastelle bat colony at Eversden and Wimpole Woods SAC.</p> <p>However, EWR Co is satisfied that any potential adverse impacts of the SATC on this site can be avoided or, if necessary, mitigated so that there would be no residual adverse effects.</p> <p>Accordingly, these matters 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.</p>
Concerns that the proposed southern route into Cambridge will impact on several rivers / waterways in South Cambridgeshire.	<p>Both the SATC and NATC would cross rivers or waterways in South Cambridgeshire.</p> <p>However, for water resources and flooding and climate resilience, the NATC would perform worse than the SATC due to having a greater area of route within a flood zone and areas known to be susceptible to flooding. This would require design mitigations</p>

	<p>for the NATC to ensure the infrastructure would be suitably resilient and avoid increasing flood risk elsewhere. This does not affect the SATC to the same degree.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns that embankments and concrete structures such as flyovers will have a significant visual impact on the local environment.	<p>Assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required.</p> <p>Further examples of where visual impacts are being considered are the potential use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of engineering earthworks.</p> <p>Due to the greater length of viaduct and embankments required to cross floodplains and roads in the NATC design presented within Appendix F of the Non-Statutory Consultation Technical Report, the NATC would have had a greater visual impact. Since consultation, EWR Co has been reviewing the design of the SATC and NATC routes 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. It is now expected that the length of viaduct in the updated NATC 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.</p> <p>The updated NATC was considered to be a minor improvement compared to the SATC for landscape and visual impacts due to the lower overall sensitivity of the landscape impacted, although a grade-separated 'flyover' junction would still be needed near Milton.</p> <p>However, this 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.</p>
Comments questioning how construction of the new railway could be carbon neutral when thousands of lorries will be required.	<p>EWR Co appreciates the concerns around carbon emissions and aims to deliver a net zero carbon railway, in line with existing and developing net zero carbon policy, legislation and commitments at a global, national and local level which requires the UK to reach net zero greenhouse gas emissions by 2050. The construction and operation of the EWR Project will need to demonstrate that it would not have a material impact on the ability of the UK Government to meet its carbon reduction targets in order to be granted development consent, but EWR itself will not be carbon neutral.</p> <p>This matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Suggestion that the project defies the UK Governments 2050 carbon targets.	<p>EWR Co aims to deliver a net zero carbon railway, in line with existing and developing net zero carbon policy, legislation and commitments at a global, national and local level, which requires the UK to reach net zero greenhouse gas emissions by 2050. The Project will need to demonstrate that it would not have a material impact on the ability of the UK Government to meet its carbon reduction targets in order to be granted development consent. EWR Co does not anticipate that these objectives will not be achieved and, accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised about proposed heights of embankments and concrete flyovers, creating a "Great Wall" and the impact it will have on the character of the area.	<p>Assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts.</p> <p>EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required. Further examples of where visual impacts are being considered are the potential use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of engineering earthworks.</p>

	<p>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. Further details will be provided at the statutory consultation.</p> <p>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.</p>
Concerns raised about the impact the southern approach will have on watercourses and chalk streams, grade 1 farmland, properties, environmental habitats and greenbelt.	<p>Cambridge is surrounded by a designated green belt meaning that the railway would pass through it no matter whether the NATC or SATC is used to approach the city. EWR Co will work to identify and reduce impacts and protect green belt land wherever reasonably practicable, but this is not a differentiating consideration.</p> <p>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.</p> <p>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 NATC would not be likely to perform materially better than the southern approach. Whilst the updated NATC is considered to be a minor improvement compared to the SATC for environmental impacts and opportunities due to the reduced scale of anticipated works and the reduced interaction with priority habitats compared to the SATC, this would not in itself cause EWR Co to re-open the decision to prefer the SATC.</p> <p>The Project has committed to delivering 10% Biodiversity Net Gain along the EWR route, which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development which includes woodland. EWR Co will also 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.</p> <p>EWR Co is aware of the high-value nature of many areas of the water environment through which the route will pass directly or near to, including rivers and streams (including chalk streams), floodplains, wetlands, source-protection zones (SPZs), Principal aquifers, as well as the many surrounding conservation features that are sustained by the water environment. For water resources and flooding the NATC would perform worse overall 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, which are not required for the SATC.</p> <p>EWR Co will identify surface water and groundwater features that have the potential to influence or be influenced by the proposed route. Where EWR Co identifies potential impacts, EWR Co will apply an avoid-control-mitigate-manage hierarchy that seeks to avoid impacts through design where possible and then looks to minimise, mitigate, and manage residual impacts where it is not possible to avoid a potential impact. Any identified potential impacts on water dependent habitats shall be considered in close consultation with ecologists and appropriate mitigation to protect these features shall be applied where necessary.</p> <p>Whilst the updated NATC design is now expected to require a significantly lower number of demolitions, a number of residential properties on Mill Road may need to be demolished if the reconstruction of this overbridge is needed.</p> <p>Accordingly, these matters 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.</p>
Concerns about the intrusion of lights from both trains and trackside.	<p>EWR Co recognises light pollution from both the construction and operation of a railway is an important issue for local communities. The potential effects of light pollution from the railway will be considered as EWR Co develop the designs for the Project. This will include considering the location and layout of lighting in stations, maintenance compounds, new access routes, construction compounds and work sites. Through the design, EWR Co will seek to avoid impacts on “sensitive receptors”, such as nearby residential areas or ecological habitats.</p>

	<p>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.</p>
Concerns raised about the impacts to farmland as farm vehicles will have to travel further to access the land.	<p>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. EWR may impact agricultural land and access for farm vehicles both during and after construction. EWR Co will seek to ensure that access to severed land for farmers and farm vehicles is maintained, working closely with farmers and landowners to reduce and mitigate such potential impact.</p> <p>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.</p> <p>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.</p>
Concerns raised about adverse impacts of construction on peace and tranquillity.	<p>To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at environmental compensation measures. At this stage, EWR Co is primarily focused on trying to avoid and reduce impacts, by making decisions that help 'design out' the potential for environmental impacts.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on Community would be broadly neutral.</p> <p>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.</p>
Concerns raised about noise and vibration caused by construction of the proposed new railway with specific reference to the potential impact it will have on children's wellbeing and education and loss of rural tranquillity.	<p>There will be potential impacts on peace and tranquillity regardless of whether the NATC or SATC is built.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>EWR Co does not anticipate that the potential impact of construction on children's wellbeing and education would differentiate between the NATC and SATC to a material degree.</p>

	Accordingly, these matters 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.
Suggestion that further work is required to the proposed southern approach to minimise adverse noise impacts during construction.	<p>At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co recognises concerns about the impact of noise and vibration and is committed to considering measures that will reduce noise and vibration. Comprehensive assessments will be carried out and will use industry-leading computer modelling, which can incorporate information on local topography and geology to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required.</p> <p>EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. 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 the statutory consultation. A full Environmental Statement will then be submitted as part of the DCO application.</p> <p>This matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised about adverse impacts on roads and paths during construction including road closures, increased number of HGV movements and also severance of roads, paths and bridleways in Cambridge.	<p>EWR Co will develop a comprehensive logistics strategy that must be adopted by all contractors and suppliers. This will enable EWR Co to plan the way in which people, materials and equipment are moved to and from the various worksites along the route of the proposed railway. We will work with local authorities and other developers to ensure that EWR Co's use of the local highway network is managed and to ensure that construction traffic is restricted to those routes which have the capacity to safely accommodate the additional traffic. As a result, this is not a consideration that differentiates between route alignments.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the statutory consultation and the Environmental Statement submitted as part of the DCO Application. The assessment will consider all impacts of EWR including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>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.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised about the safety of children in Harlton travelling to schools during construction.	<p>EWR Co has considered safety of the public and workers at all stages of design, and this will continue during construction and into operation and maintenance. The safety of workers, road users, non-motorised users (NMUs), supply chain and local people has been prioritised and considered so that risks are identified and reduced wherever possible. During construction, EWR Co will ensure that health, safety, and wellbeing performance meets and exceeds minimum legal requirements and industry best practise. The CoCP or an equivalent document will set out additional standards to maintain safety and security. Compliance with the CoCP will be secured by the Requirements in the DCO.</p> <p>These mitigations mean that EWR Co does not consider that construction of the SATC would pose any material risk to the safety of children travelling to school, whether in Harlton or elsewhere, and 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.</p>

<p>Concerns raised regarding possible adverse impacts of road closures during construction on communities, businesses and local economies.</p>	<p>Works are planned for a number of roads for the SATC and NATC, which may require some temporary road closures. However, access will be maintained to communities whilst this work is undertaken, which means that this would not differentiate between the NATC and SATC.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the statutory consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>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.</p>
<p>Concerns about disruption to the A10 and A603 during construction.</p>	<p>EWR Co has considered the impact of the Project on existing highways, PRoW and private access roads as part of the design and assessment of route alignment options, including the A10 and A603. The current SATC design would cross over the A10 and A603 near Harston and Harlton. These works would require some temporary road closures, however, access will be maintained for the communities connected by these roads.</p> <p>EWR Co is seeking to maintain existing highway connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises 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.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the statutory consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>However, these temporary impacts during construction 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.</p>
<p>Concerns about the impact on routes for schools, particularly Comberton Village College as there are over 20 buses that transport children to and from school.</p>	<p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the statutory consultation and the Environmental Statement submitted as part of the DCO Application. The assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>EWR Co will aim to reduce the impact on existing travel routes (including the access to the Comberton Village College) during construction. We are 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 community facilities such as schools. 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.</p>

	<p>Since consultation, EWR Co has moved the alignment slightly to the east and amended the design to run in a cutting beneath the B1046 Comberton Road, between Comberton and Toft. This means that, with a minor realignment of the road, a direct connection can be maintained between the two towns. Further information on the updated design will be available at the statutory consultation.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised regarding speed restrictions and weight limits on narrow country lanes that will be implemented during construction.	<p>EWR Co will aim to reduce the impact on existing travel routes during construction. As part of this, we will develop a comprehensive logistics strategy that must be adopted by all contractors and suppliers. This will enable EWR Co to plan the way in which people, materials and equipment are moved to and from the various worksites along the route of the proposed railway. We will work with local authorities and other developers to ensure that EWR Co's use of the local highway network is managed and to ensure that construction traffic is restricted to those routes which have the capacity to safely accommodate the additional traffic. Changes to existing traffic patterns because of predicted construction traffic will be considered as part of the Transport Assessment that EWR Co will prepare as part of the Environmental Statement.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the statutory consultation and the Environmental Statement submitted as part of the DCO Application. The assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>As a result, this is not a consideration that differentiates between route alignments and this type of temporary construction impact 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.</p>
Concerns raised about potential loss of footpaths and waterways.	<p>EWR Co is seeking to maintain existing highway connections and PRoWs 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 community facilities such as schools. 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.</p> <p>Whilst the SATC would interact with rivers and waterways in South Cambridgeshire, EWR Co considers that impacts of construction on these features can be avoided or, where necessary, mitigated so as to ensure that there will be no residual adverse effects.</p> <p>Accordingly, these matters 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.</p>
Concerns about increased traffic and delays in already congested areas such as the A10, M11, Shelford Road, A603, A1198, Hills Road, five-way junction in Newton, London road, Trumpington into Cambridge, Central Cambridge, level crossing at Foxton during construction of the new railway.	<p>EWR Co has considered the impact of the Project on existing highways, PRoW and private access roads as part of the design and assessment of route alignment options, including those mentioned by the respondent.</p> <p>EWR Co is seeking to maintain existing highway connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises 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.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the statutory consultation and the Environmental Statement submitted as part of the DCO Application. The</p>

	<p>assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>EWR Co does not consider that this issue differentiates between the potential approaches to Cambridge and, 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.</p>
Concerns raised about disruption to villages in Newton due to increased traffic.	<p>EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the Project. The company will continue to consider the impact of planned work as the Project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life.</p> <p>EWR Co has considered the impact of the Project on existing highways, PRoW and private access roads as part of the design and assessment of route alignment options, including Newton Road and London Road. Works to these roads are expected to require some temporary road closures, however, access will be maintained to Newton and communities accessed by these roads.</p> <p>EWR Co is seeking to maintain existing highway connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available 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.</p> <p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the statutory consultation and the Environmental Statement submitted as part of the DCO Application. The assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>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.</p>
Concerns raised about potential delays for emergency services travelling to Addensbrooke Hospital during construction.	<p>Emergency service access is an important consideration as proposals for the Project are developed. EWR Co is aware that road developments related to the Project will impact traffic in the local road network. As part of the Environmental Statement, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway networks, road safety, and transport including emergency services. EWR will work closely with the Emergency Services, who will be a key stakeholder in the development and implementation of our Traffic Management Plan. This engagement will involve collaborative working that will look to reduce and mitigate not only the impacts to emergency services, but also residents.</p> <p>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.</p>
Concerns for the safety of the elderly, children and pets with increased traffic through small villages during construction.	<p>EWR Co has considered safety of the public and workers at all stages of design, and this will continue during construction and into operation and maintenance. The safety of workers, road users, non-motorised users (NMUs), supply chain and local people has been prioritised and considered so that risks are identified and reduced wherever possible. During construction, EWR Co will ensure that health, safety, and wellbeing performance meets and exceeds minimum legal requirements and industry best practice. As part of this, EWR Co will prepare a Traffic Management Plan (TMP) following consultation with the relevant highway authority or other bodies. The TMP will include actions aimed at maintaining safety for road users, including the elderly,</p>

	<p>children and those with pets, and reducing the impacts of construction traffic, such as setting out the timing of traffic management measures. The CoCP or an equivalent document will also set out additional standards to maintain safety and security. Compliance with the CoCP will be secured by the Requirements in the DCO.</p> <p>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.</p>
Concerns raised that cycle routes from Fowlmere to Harston will be disrupted during construction.	<p>EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at the statutory consultation and the Environmental Statement submitted as part of the DCO Application. The assessment will consider all impacts of EWR, including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts.</p> <p>During construction, EWR Co will seek to reduce impacts on PRoWs. Where a PRoW is affected, EWR Co 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.</p> <p>The new railway junction adjacent to Harston on the SATC may impact traffic and cycle routes during construction. The extent of that impact will depend upon which option is chosen and the construction sequencing that is established. How the impacts are mitigated will depend on factors such as the type of works in the area and the safety implications. We will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.</p> <p>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.</p>
Concerns raised about the impact on habitats in Toft during construction works.	<p>EWR Co is mapping where the new railway may cross and border valued habitats, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway.</p> <p>Provisions aimed at mitigating construction-related impacts on the wider environment will also be set out in the CoCP or an equivalent document. EWR Co's teams will ensure that appropriate measures are in place to protect the flora and fauna of the corridor through which construction works will take place. Often this will involve the use of physical barriers and occasionally will require the relocation of species to an alternative location. Compliance with the CoCP will be secured through the Requirements of the DCO itself.</p>
Concerns raised about proposed high embankments to the east of Harston and the potential adverse impact on wildlife and habitats.	<p>The proposed SATC may have elevated sections east of Harston where it joins with the Shepreth branch line. 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, including on wildlife and habitats.</p> <p>The environment and heritage information presented in Appendix F of the Non-Statutory Consultation Technical Report showed that the SATC alignment would interact with a greater number of priority habitat than the NATC.</p> <p>Whilst the updated NATC design is considered to be an improvement compared to the SATC in terms of the overall impact on wildlife, ecology and biodiversity, this 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.</p>

<p>Concerns raised about impacts of construction on wildlife populations that rely on natural corridors in Harston.</p>	<p>EWR Co is mapping where the new railway may cross and border habitats used by important protected species and other wildlife populations, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway.</p> <p>EWR Co 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. Provisions aimed at mitigating construction-related impacts on the wider environment will also be set out in the CoCP or an equivalent document. EWR Co's teams will ensure that appropriate measures are in place to protect the flora and fauna of the corridor through which construction works will take place. Often this will involve the use of physical barriers and occasionally will require the relocation of species to an alternative location. Compliance with the CoCP (or an equivalent document) will be secured through the Requirements of the DCO itself.</p> <p>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.</p>
<p>Concerns about impacts of construction on protected species.</p>	<p>EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. EWR Co is mapping where the new railway may cross and border habitats used by other important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the Project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway.</p> <p>Mitigation measures for protected species such as badgers and bats will be implemented in line with legal requirements and best practice. Often this will involve the use of alternative habitat provision, physical barriers and may involve the relocation of species to an alternative location. EWR Co will also consider where to enhance or create wildlife corridors and green infrastructure such as green bridges where appropriate to help mitigate severance of habitats, maintain ecological connectivity and promote movement of wildlife. Our aspiration is to create a broad, well-connected corridor of green infrastructure that integrates the Project into the surrounding landscape. The CoCP or an equivalent document will also contain provisions aimed at mitigating construction-related impacts on the wider environment.</p> <p>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.</p>
<p>Concerns raised about impact on trees, plants and animal species between Newtown and Harston during construction.</p>	<p>EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts, including in the areas around Newton and Harston. The SATC would interact with a greater number of priority habitats than the NATC, and the updated NATC design would represent an overall improvement for environmental impacts and opportunities compared to the SATC. This assessment takes account of the potential for the SATC to affect trees, plants and animals in the area between Harston and Newton.</p> <p>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.</p>
<p>Concerns raised that there are more sensitive habitats along the southern route compared with the northern route.</p>	<p>The SATC alignment would interact with a greater number of priority habitats than the NATC.</p>

	<p>However, this 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.</p>
<p>Concerns raised about the impact to farmland/habitat and food production from pollution caused by the southern route.</p>	<p>The SATC would have a shorter length through best and most versatile (BMV) land and potentially intersect a smaller number of agricultural fields than the updated NATC, however, the NATC is considered to perform better than the SATC due to the lower impact on agricultural infrastructure.</p> <p>In relation to pollution and food production, it is not considered likely that pollution arising from constructing or operating either routes would have a significant impact on food production.</p> <p>Construction-related impacts on the environment, including potential sources of pollution, will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice or an 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.</p> <p>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.</p> <p>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.</p>
<p>Concerns raised about impacts of southern route on farmland boundaries, loss of agricultural land and loss of livestock.</p>	<p>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.</p> <p>The NATC would have a longer length than the SATC through BMV land and potentially intersect a greater number of agricultural fields, although the SATC is likely to impact more agricultural infrastructure.</p> <p>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.</p>
<p>Concerns raised about the impact of embankments on agricultural land.</p>	<p>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.</p> <p>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, including on agriculture.</p>

	<p>The NATC would have a longer length than the SATC through best and most versatile land and potentially intersect a greater number of agricultural fields.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised about adverse impacts on air quality as a result of farm vehicles needing to travel further due to the presence of the railway.	<p>Whilst EWR may impact agricultural land and access for farm vehicles, EWR Co will seek to reduce and mitigate such potential impacts during design development by working closely with farmers and landowners.</p> <p>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 will be presented as part of the PEIR, alongside the identification of mitigation and control measures. The PEIR will be available at the 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.</p> <p>However, EWR Co does not consider that air quality impacts arising from the diversion of farm vehicles would be material and, 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.</p>
Concerns raised about air (and noise and light/visual) pollution from diesel engines as well as associated traffic pollution and pollution traps by hills.	<p>EWR Co is committed to running a sustainable railway in the long term, with an ambition to be a net zero carbon railway. This includes the use of sustainable traction power in the long term. We take our commitment to delivering sustainable transport seriously and are developing the Project in line with the policy and law of the UK Government, such as the Clean Air Strategy. 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. No decision has yet been taken as to what traction will be used to provide the new EWR services.</p> <p>Due to the greater length of viaduct and embankments required to cross floodplains and roads in the NATC design presented within Appendix F of the Non-Statutory Consultation Technical Report, the NATC would have had a greater visual impact than the SATC. However, the updated NATC would be considered to be a minor improvement on the SATC for landscape and visual impacts as it would avoid effects on the more undisturbed rural landscape character to the south.</p> <p>The potential effects of light pollution from the railway will be considered as EWR Co develop the designs for the project, but are unlikely to differentiate between the NATC and SATC.</p> <p>However, the NATC would perform worse than the SATC for air quality impacts due to additional works within the AQMA areas north of Cambridge station which are not required for the SATC.</p> <p>In terms of changes to traffic volume and patterns, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic, but EWR Co does not consider that this would materially differentiate between the NATC and SATC.</p> <p>EWR Co will develop a PEIR which will include the initial outcomes of the Transport Assessment in addition to describing the other likely and potential environmental effects of the proposals from both construction activities and operation. This process involves identifying potentially significant adverse impacts resulting from the proposals, including those relating to air quality, noise and vibration, and the visual landscape, allowing them to be avoided or minimised where possible. The assessments used to identify these impacts will consider factors such as local geology and topography. The PEIR will also identify any potential beneficial environmental impacts in addition outlining mitigation and control measures. The PEIR will be presented at the statutory consultation, with a full Environmental Statement being submitted as part of the DCO application.</p>

	<p>Throughout design development, EWR Co will also consider how the Project can be designed to blend in with the local environment and consider measures such as landscape earthworks and sensitive placement of appropriate planting to soften or screen the appearance of engineering earthworks. The team will also seek to reduce the impact the new railway may have on air quality and is committed to considering measures that will reduce noise and vibration impacts. This will include considering what vehicles and equipment will be used during the construction and operation of the railway, in addition to other measures such as track technology and use of noise barriers. 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.</p> <p>Accordingly, these matters 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.</p>
Concerns raised about impact from trains on environment, villages, wildlife and odour.	<p>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. EWR Co recognises concerns about the impact of odour and is committed to considering measures that will reduce noise and vibration, such as choice of trains, track technology, and noise barriers, although EWR Co does not consider that this would itself differentiate between the NATC and SATC to a material degree.</p> <p>As stated in the environment and heritage information presented in Appendix F of the Non-Statutory Consultation Technical Report, the SATC would interact with a greater number of priority habitats than the NATC. 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. The updated NATC is considered to be a minor improvement in terms of overall environmental impacts and opportunities over the SATC.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>Accordingly, these matters 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.</p>
Concerns raised about the health impact on residents such as asthma, young children/people's lungs, well-being and reduced quality of life.	<p>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.</p>

	<p>The likely risks from construction activities and potential impacts from operation, including identification of mitigation and control measures, will be presented as part of the PEIR which will form elements to be considered at the statutory consultation. A full Environmental Statement will then be submitted as part of the DCO application and will assess potential health impacts on local residents, including potentially more vulnerable groups such as asthma sufferers or young children.</p> <p>In relation to air quality specifically, the NATC would perform worse than the SATC due to additional works within the AQMA areas north of Cambridge station, which are not required for the SATC.</p> <p>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.</p>
Concerns raised about adverse impact on air quality as a result of diesel emissions, including particulates and CO ₂ .	<p>EWR Co is committed to running a sustainable railway in the long term, with an ambition to be a net zero carbon railway. This includes the use of sustainable traction power in the long term. We take our commitment to delivering sustainable transport seriously and are developing the Project in line with the policy and law of the UK Government, such as the Clean Air Strategy. 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, NO_x and particulates. Therefore, the company is exploring how EWR Co can introduce new and emerging technologies in the long-term train fleet. More information about traction power will be provided at the statutory consultation.</p> <p>In relation to potential impacts on air quality, the NATC would perform worse overall than the SATC due to additional works within the AQMA areas north of Cambridge station, which are not required for the SATC.</p> <p>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.</p> <p>A full Environmental Statement will be submitted as part of the DCO application and will assess changes in nitrogen oxides (NO_x), fine particulates (known as PM_{2.5} 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. The team will seek to reduce the impact the new railway may have on air quality. This will include considering what vehicles and equipment will be used during the construction and operation of the railway, as well as how to manage work sites to avoid and reduce any dust creation.</p> <p>Construction-related impacts on the environment, including potential sources of pollution, will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice or an 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.</p>
Concerns raised about the railway's proximity to villages (Haslingfield Primary School, Harston, Comberton Village College, Newton, Harlton, Royston, Foxton, Hauxton, Little and Great Eversden) and associated impacts on air quality.	<p>In developing our proposals, EWR Co has aimed to reduce 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 SATC would run past the villages of Haslingfield, Harston, Harlton, Comberton, Newton, Hauxton and Little & Great Eversden, several of which have local schools and colleges.</p> <p>Royston would be approximately 10km away from the railway alignment and is unlikely to be affected by the SATC.</p> <p>The NATC would also require significant works to be undertaken within the existing Air Quality Management Areas north of Cambridge station, which are not required for the SATC.</p> <p>This means that the NATC is considered to perform worse overall in terms of air quality impacts.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also</p>

	<p>involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It's 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.</p> <p>Consequently, this matter would not cause EWR Co to re-open the decision to prefer the SATC, which also provides better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future.</p>
Suggestions that the proposal will ruin EWR Co's reputation.	<p>EWR Co. is following best practice processes including meaningful public consultations and has undertaken a significant amount of design work to develop and assess the approach to Cambridge. Approaching Cambridge from the north was considered as part of the initial work led by Network Rail in 2018 - 2019 to identify a broad route corridor, and then again in further detail in 2019, both before and after the analysis of feedback from the non-statutory consultation. All EWR Co's work and assessment indicates that the best option remained for EWR services to approach Cambridge from the south.</p> <p>As part of the second non-statutory consultation, we back-checked our decision using a three-stage process and concluded there is not sufficient reason to re-open the previous conclusion that approaching Cambridge from the South is the right option for EWR. EWR Co published extensive information on this in Appendix F of our consultation Technical Report. The information presented during the 2021 consultation went through an internal review and assurance process and EWR Co considers the detail presented in Appendix F to be accurate.</p> <p>EWR Co remains of the view that the SATC would better deliver the project objectives by providing better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future than the NATC.</p>
Concerns raised about the amenities in Haslingfield, Harston and Hauxton.	<p>In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities, particularly local amenities and facilities. However, inevitably with an infrastructure Project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>The SATC would run past the villages of Haslingfield, Harston and Hauxton, but EWR Co does not anticipate that there would be any direct impact on local amenities in these villages. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised about the loss of walking, cycling and green spaces.	<p>EWR Co is committed to the encouragement of active travel and is focused on integrating this with existing and future regional and local plans and planning strategies. EWR Co will ensure that the ability to use new and improved active travel modes are appropriately considered in the development of our station designs, including for example cycle storage requirements at stations.</p> <p>EWR Co recognises that the countryside, parks and green spaces, and access to them is important and will work to reduce the impact of the Project. We have also 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,</p>

	<p>EWR Co will ensure that a suitable alternative is available which minimises the impact on communities. EWR Co's proposals for PRoW will be designed to the latest standards that will maintain or increase safety for walkers, cyclists and horse riders. 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. 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.</p>
Concerns raised about the visual/noise pollution.	<p>Assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required.</p> <p>Due to the greater length of viaduct and embankments required to cross floodplains and roads in the NATC design presented within Appendix F of the Non-Statutory Consultation Technical Report, the NSC NATC would have a greater visual impact. The updated NATC design has 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 NSC NATC and to represent a minor improvement compared to the SATC as a result.</p> <p>However, noise and vibration impacts are not expected to differentiate between the NATC and SATC.</p> <p>Nevertheless, 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.</p>
Concerns raised about the Mullard Radio Astronomy Observatory (MRAO) and the problems of electromagnetic.	<p>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. This includes potential electromagnetic interference and vibration. More information on how EWR Co plans to mitigate potential impacts on the observatory will be provided at the statutory consultation.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised about the interference and vibration to the highly sensitive radio telescopes.	<p>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. This includes potential electromagnetic interference and vibration. More information on how EWR Co plans to mitigate potential impacts on the observatory will be provided at the statutory consultation.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised about the loss of Hauxton School and damage to Chapel Hill.	<p>The SATC is not expected to directly impact Hauxton School. Regarding access via the level crossing, whilst no decision as to whether it will be closed or not has yet been taken, if the level crossing needs to be closed then there are a number of options that we will be considering to ensure access to the school is maintained, including the provision of a diversion or a bridge which could be for general traffic or restricted to only those using active travel modes such as pedestrians and cyclists.</p> <p>Regarding impact on Chapel Hill, EWR Co is developing the design and considering options to reduce the overall landscape and visual impacts. Further details of the proposed design will be provided at the statutory consultation.</p> <p>Accordingly, these matters would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that there are more listed buildings and heritage sites near the southern approach.	<p>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.</p> <p>As stated in Appendix F of the Non-Statutory Consultation Report, there would be no Scheduled Monuments within 10m of the NATC and two Scheduled Monuments within 10m of the SATC. The NATC would be closer to more listed buildings.</p>

	<p>The NATC would not represent an overall improvement compared to the SATC in this regard. 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.</p> <p>As far as is reasonably practicable, EWR Co will aim to avoid harm to the setting of designated heritage assets, such as Scheduled Monuments, Grade I and Grade II listed buildings, conservation areas and parks and gardens. 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. A Zone of Theoretical Visibility will be produced to inform the extent of change to settings. The PEIR will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application.</p>
Concerns raised about the impact of the southern alignment on golf courses.	<p>The emerging preferred route alignments that were presented in the Non-Statutory Consultation Technical Report would have had a direct impact on Cambridge Meridian Golf Club. Since consultation, EWR Co has moved the alignment slightly to the east which will avoid a direct impact on Cambridge Meridian Golf Club. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Suggestions raised that the train line needs to improve public transport and stop at the passing villages.	<p>One of EWR's core priorities is to increase connectivity across the Oxford to Cambridge area. This includes consideration of local connectivity, bus services and customer experience while travelling to EWR stations within our station design work. We will promote and prioritise both active and sustainable transport modes and will continue working with other organisations including bus operators to improve facilities, including interfaces and interchange with bus services at stations and provision of onward travel information. Car parking provision will also be considered.</p> <p>The proposed EWR station locations have been chosen to support the delivery of new housing and help create new jobs along the corridor, as well as helping to ease some of the upwards pressure on the housing market. Whilst there is not considered to be sufficient demand at other locations on the SATC routes to justify an additional station stop in terms of cost and additional journey time, the SATC design does not preclude the possible construction of additional stations at a future time.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, which still provides better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future.</p>
Concern that proposals do not adequately take into consideration climate change issues and associated carbon footprint.	<p>EWR Co aims to deliver a net zero carbon railway, in line with existing and developing net zero carbon policy, legislation and commitments at a global, national and local level, which requires the UK to reach net zero greenhouse gas emissions by 2050. As the Project develops, detailed analysis of the Project and its potential impacts will be undertaken.</p> <p>The revisions to the NATC design since the 2021 consultation have lowered the alignment through the countryside and reduced the scope of works and associated demolitions within Cambridge. This means that the NATC is now expected to have lower levels of embodied carbon than the SATC.</p> <p>EWR Co takes climate change and the future risk of flooding seriously and will continue to develop its approach to understanding and mitigating any project-related risks linked to climate change. This includes considering changes to climatic conditions and extreme events within the design of the project. The NATC would perform worse in terms of climate resilience due to a greater area of the route being within flood zones and other areas known to be susceptible to flooding. This would require design mitigations to ensure that the infrastructure would be suitably resilient and avoid increasing flood risk elsewhere which are not required for the SATC.</p> <p>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.</p> <p>The PEIR, which accompanies the statutory consultation, will include information regarding the methodology used to assess the significance of the carbon emissions associated with the Project, the carbon management and reduction approaches already in</p>

	place, and those which will be used during construction and operation. A full Environmental Statement will then be submitted as part of the DCO application and will include a full whole life assessment of carbon emissions, including the embodied carbon of the materials used to construct the Project, which will make up a significant proportion of the total emissions. The significance of those emissions against regional, national and/or international carbon budgets and targets will be set out.
Concerns that greater traction energy will be used in Route E, southern approach, compared with the northern approach, which will result in higher emissions.	<p>No decision has yet been taken regarding the traction which will be used to operate the new EWR services between Bedford and Cambridge, but given the relatively similar length of route and taking account of the proposed gradients, traction-related emissions are not anticipated to be materially different between the NATC and SATC.</p> <p>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.</p>
Suggestion that only two villages are affected by the northern route, whereas ten are affected by the southern route.	<p>In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised over possible adverse impacts of southern route on mental wellbeing of local residents.	<p>EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the Project. We are 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 mental wellbeing. 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.</p> <p>EWR Co does not consider that this matter would materially differentiate between the NATC and the SATC and, accordingly, it 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.</p>
Concerns raised that Harston already has poor air quality and that running diesel trains through the area will adversely impact air quality.	<p>In relation to air quality, the NATC would perform worse overall due to additional works within the AQMA areas north of Cambridge station and an AQMA along the A14 road. These works are not required for the SATC.</p> <p>Harston is not within a current AQMA or otherwise designated as being particularly susceptible to air quality impacts.</p> <p>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</p>

	<p>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. No final decision as to the traction that will be used to operate the new EWR services between Bedford and Cambridge has yet been taken and more information about traction power will be provided at the statutory consultation.</p> <p>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.</p>
Concern raised over the risk of school children having to cross the rail line on foot or having to walk through long dark tunnels.	The detailed design for the railway will be carried out in accordance with recognised industry standards to provide a high level of safety, including for school children. 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. Further information on EWR Co's detailed proposals will be available at the statutory consultation, but EWR Co is satisfied that the SATC will not have any material impact on the safety of school children. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
There are concerns that increasing to four tracks on the southern route would impact an already fragile transport system as there is already frequent overcrowding as trains wait to get into the station.	<p>EWR Co's proposed SATC involves four tracking the WAML from Shepreth Junction up to the Cambridge station throat. This would provide EWR with two dedicated tracks to mitigate potential performance or capacity issues. EWR Co's operational modelling has confirmed that a four trains-per-hour service (with EWR trains potentially operating at an even interval every 15 minutes) is operationally possible both in terms of track capacity – including taking account of current usage by existing rail services – and platform capacity at Cambridge station, where additional platforms would be provided as part of the EWR Project.</p> <p>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.</p>
Opinion that the southern route is already very well served and extremely busy, with the London lines.	<p>One of EWR's core priorities is to increase connectivity across the whole region between Oxford, Milton Keynes, Bedford and Cambridge, which current rail transport from Cambridge does not do. EWR Co is proposing to upgrade the existing WAML with two additional tracks south of Cambridge station as well as expanding Cambridge station with additional platforms. This will enable the current and new EWR services to operate.</p> <p>The SATC will also enable all EWR services to call directly at the new Cambridge South station, helping to provide vital additional capacity and connectivity to the Cambridge Biomedical Campus and south side of the city.</p> <p>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.</p>
Concern raised that entering Cambridge from the south prevents direct access to Stansted or to London without changing trains.	<p>EWR Co's purpose is to improve and create direct connectivity by rail across the Oxford to Cambridge area, through the introduction of passenger services between Oxford and Milton Keynes, Oxford and Bedford, and Oxford and Cambridge. The project is not required to provide a direct connection to Stansted or London, and neither the NATC nor SATC would provide direct connectivity to these locations.</p> <p>The new EWR services could not be extended to Stansted or London without additional significant infrastructure upgrades elsewhere, leading to additional cost and disruption to the existing rail network. Inter-working EWR and non-EWR services would also negatively affect the operational resilience of the whole EWR line.</p> <p>However, both proposed routes would serve Cambridge station, where passengers could interchange to use services run by other operators to continue their journey to Stansted airport or London.</p>

	<p>Importantly, it would not be possible for EWR trains using the NATC to serve the new Cambridge South station directly unless significant additional upgrades to the WAML are undertaken. By comparison, EWR trains using the SATC can be extended to serve Cambridge North directly with only relatively minor improvements to this station.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, which still provides better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future.</p>
Concerns raised that the southern approach would join the current two track Kings Cross mainline between Harston and Cambridge, and this mainline is already very busy. The proposals are not clear how the capacity will be doubled without moving to four tracks, yet the same cannot be done for the Northern route.	<p>EWR Co's proposed SATC involves four tracking the WAML from Shepreth Junction up to the Cambridge station throat. This would provide up to two additional tracks to provide capacity in line with forecast demand. In addition, additional platforms would be provided at Cambridge Station as part of the EWR Project.</p> <p>It would not be necessary for the existing railway line between Shepreth Junction and the new EWR junction near Hauxton to be expanded from two to four tracks because there is sufficient existing capacity to enable the four additional EWR trains per hour to operate. The potential to expand the number of tracks in the future is a further advantage of the SATC as this would have a much lower impact on neighbouring property than increasing the number of tracks on the WAML north of Cambridge station if the NATC is used. This is because the NATC passes through a more built-up area than the SATC.</p> <p>However, in light of this feedback, EWR Co will explore whether providing additional tracks on the SATC between Hauxton and Shepreth Junction would represent value for money by further enhancing existing capacity in this area.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that the route would cause damage to waterways.	<p>The NATC would perform worse than the SATC in terms of impact on water resources and flooding as a greater area of the NATC would be within flood zone or other areas known to be susceptible to flooding. This would require design mitigations to ensure that the infrastructure would be suitably resilient and avoid increasing flood risk elsewhere, increasing the potential effects of the NATC.</p> <p>All potential impacts on surface or groundwater features as a result of the Project and any proposed mitigation will be developed in consultation with relevant regulators, key stakeholders and in accordance with relevant legislation and best-practice guidelines. Further information will be presented in the PEIR, which will be available at the statutory consultation, followed by a full Environmental Statement submitted alongside the DCO application.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that the proposed route impacts too many villagers and areas of natural beauty around Harston, Hauxton and Haslingfield.	<p>Assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required.</p> <p>In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities and the natural landscape. However, inevitably with an infrastructure project of this size, there will be some impacts. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>The SATC would run past the villages of Haslingfield, Harston, and Hauxton and would have visual impacts on the landscape in this area by introducing new railway infrastructure. EWR Co will consider how this can be mitigated as part of the detailed design, including through potential landscaping and planting to integrate the new railway into the landscape.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p>

	<p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>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.</p>
Concerns raised regarding the adverse landscape and visual impact of the viaduct and culvert through Chapel Hill	<p>EWR Co is carefully considering how the development can be designed to blend in with the local environment, including at Chapel Hill. This includes the consideration of where to create embankments and where viaducts are potentially required. EWR Co are developing the design and considering options to reduce the potential impacts on Chapel Hill. Further details of the proposed design will be provided at the statutory consultation.</p> <p>Further examples of where visual impacts are being considered are the potential use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of engineering earthworks. Further details will be provided at the statutory consultation.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, which also provides better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future.</p>
Concerns raised that the number of residential properties close to the line (within 200m) is seven times greater on the southern approach than the northern approach.	<p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that the proximity of the southern route to housing and schools will result in significant adverse noise impacts, with consequences for residents' mental health.	<p>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.</p>

	<p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>EWR Co recognises noise and vibration from both the construction and operation of a railway is an important issue for local communities. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life.</p> <p>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. EWR Co will consider measures that will reduce noise and vibration, such as choice of trains, track technology, and noise barriers.</p> <p>In these assessments specific consideration will be made for sensitive receptors such as schools, although based on current information EWR Co does not consider that this specific type of impact would materially differentiate between the NATC and SATC.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Suggestion that further work is required to proposed southern approach to minimise noise related impacts.	<p>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 also be carried out that will use industry-leading computer modelling, which can incorporate information on alignment height, topography and local geology to simulate potential noise and vibration impacts along the whole route. The outcome of these assessments will help inform plans for any mitigation required.</p> <p>EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. 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 the statutory consultation. A full Environmental Statement will then be submitted as part of the DCO application.</p> <p>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.</p>
Concerns raised about the trains running throughout the day and night and the associated noise impacts.	<p>EWR Co recognises noise and vibration from both the construction and operation of a railway is an important issue for local communities. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. We are committed to considering aspects such as choice of trains, track technology and noise barriers when seeking to reduce noise and vibration impacts.</p>

	<p>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</p> <p>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.</p>
Concerns raised that adverse impacts on noise and air quality and the environment will lower the value of resident's property.	<p>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.</p> <p>In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, which continues to provide better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future.</p> <p>EWR Co consulted on a Proposed Need to Sell Property Scheme at the same time as the main Non-Statutory Consultation and has introduced the Proposed 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 Proposed 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 Proposed Need to Sell Property Scheme. The details for the Guide to the Proposed Need to Sell Property Scheme are available here: The Guide to the Proposed Need to Sell Scheme.</p> <p>This applies in addition to the statutory entitlements to compensation for loss of property value under the compensation code. 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</p>
Concerns raised that the railway will be very close to residential properties.	<p>In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>Shadbolt Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that EWR's cost calculations do not account for the reduction in value of residential properties.	<p>An estimation of compensation payments is included within the land costs, which are included in EWR Co's overall cost estimates and have been taken into account.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that a number of communities will be affected by long viaducts, specifically Highfields Caldicott and Harston.	<p>Assessing the impact of the project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment, such as deliberating where to create embankments and where viaducts are potentially required.</p> <p>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 and to move these structures further from</p>

	<p>properties, including within the Highfields Caldicott and Harston areas. We are considering how we can minimise the amount the railway alignment which 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.</p> <p>Further information on the detailed design will be provided at the statutory consultation, but 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.</p>
Concerns raised that the railway will permanently lower property values.	<p>In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>If property values are reduced as a result of EWR then compensation is available to eligible landowners under the statutory compensation code. EWR Co will comply with its obligations under the code. 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</p> <p>EWR Co consulted on a Proposed Need to Sell Property Scheme at the same time as the main Non-Statutory Consultation and has introduced the Proposed 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 Proposed 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 Proposed Need to Sell Property Scheme. The details for the Guide to the Proposed Need to Sell Property Scheme are available here: The Guide to the Proposed Need to Sell Scheme</p> <p>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.</p>
Concerns raised that the proposals do not provide enough detail regarding the proximity of the railway line to adjacent properties.	<p>In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>The non-statutory consultation was accompanied by detailed maps showing the potential location of the new railway as it approached Cambridge. Large-scale maps were sent to every parish council along the route to ensure that local communities could access these materials. Copies could also be downloaded from the EWR Co website and were sent out to respondents free of charge on request.</p> <p>EWR Co also published a detailed interactive map which allowed respondents to 'zoom in' to areas of particular interest, as well as including the location of the many environmental features which EWR Co has considered in developing alignment options.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
There are concerns around the impact to listed buildings (heritage assets) from vibration / movement and pollution.	<p>The NATC would be closer to more listed buildings than the SATC which means that the NATC has a greater potential to have impacts on these designated heritage assets. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p> <p><u>As part of the further development of the Project, we will consider how heritage assets may be impacted by the new railway, such as by changes to the noise environment or from vibration and pollution. The outcome of this and details on proposed mitigation will be published as part of the Preliminary Environmental Information Report and Environmental Statement, but</u></p>

	<u>EWR Co does not anticipate that the SATC will have any impacts that cannot be avoided or, where relevant, mitigated so as to ensure that there are no residual adverse effects.</u>
Suggestion that a road bridge or tunnel through an embankment is provided wherever level crossings are closed.	EWR Co understands that closing level crossings raises concerns for local residents. We are committed to providing a safe means for all users (including non-motorised users) to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Alternatives to level crossings that EWR Co is considering include road bridges and underpasses. Further information about level crossing closures and proposed alternatives will be available at the statutory consultation, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Concerns raised that the railway may divide villages that it passes through and that footpaths and bridleways will not be as accessible.	<p>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 and it is not envisaged that the SATC would pass through the middle of villages en route. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises the impact on communities. 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.</p> <p>EWR Co's proposals for PRoW will be designed to the latest standards that will maintain or increase safety for walkers, cyclists and horse riders.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that closing bridleways will adversely impact the equestrian community and require horse riders to use roads.	<p>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, including equestrian routes. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises the impact on communities and suitable provision for horse-riders will be incorporated as part of this. 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.</p> <p>However, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that the railway would require the disconnection of a number of footpaths (e.g. in Chapel Hill), which may adversely impact residents mental health.	<p>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 highways and PROW wherever feasible, including for Chapel Hill. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises the impact on communities. 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.</p> <p>EWR Co is also developing the design and considering options to reduce the potential impacts on Chapel Hill. Further details of the proposed design will be provided at the forthcoming statutory consultation.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised regarding the safety of large underpasses beneath the railway.	<p>The safety of workers, road users, non-motorised users (NMUs), supply chain and local people has been prioritised and considered at all stages of design, so that risks are eliminated wherever possible. 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 and we will continue to adapt the design to incorporate advances in design and technology that emerge in the future.</p> <p>EWR Co is satisfied that there will be no material impact on the safety of persons using underpasses beneath the railway and this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>

<p>Concerns raised that the proposals will adversely impact community connectivity (e.g. Harlton, Toft, Haslingfield, Hauxton), which may lead to village fragmentation and changes in travel patterns.</p>	<p>In developing our proposals, EWR Co has aimed to minimise the negative impact this may have on communities and in particular people's homes. However, inevitably with an infrastructure project of this size, there will be some people who could be directly affected. EWR Co will continue to work to mitigate any impacts we cannot avoid and work closely with people who could be affected.</p> <p>EWR Co has considered the impact of the Project on existing highways, PRoW and private access roads as part of the design and assessment of route alignment options, including those connecting to Harlton, Toft, Haslingfield, Hauxton. EWR Co is seeking to maintain existing highway connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises the impact on communities. 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.</p> <p>Consequently, 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.</p>
<p>Concerns raised that the railway would divide farmland and restrict existing public rights of way.</p>	<p>EWR Co is seeking to maintain existing highway connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available which minimises 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. 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 negative impacts to farmland. The NATC would have a longer length through best and most versatile agricultural land and intersect a greater number of agricultural fields than the SATC.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
<p>Concerns raised that the southern route will adversely impact the environment, chalk streams, bat populations, special areas of conservation, sites of special scientific interest, country wildlife sites and city wildlife sites.</p>	<p>EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. 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 is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at environmental compensation measures. At this stage EWR Co is primarily focused on trying to avoid and reduce impacts, by making decisions that help us 'design out' the potential for environmental impacts.</p> <p>We will avoid direct impacts on the most significant nationally and internationally designated environmental assets including, National Nature Reserves (NNRs), Ramsar Sites, Special Areas of Conservation (SACs) and candidate Special Areas of Conservation (cSACs), Special Protection Areas (SPAs) and candidate Special Protection Areas (cSPAs), Ancient Woodland and Veteran Trees.</p> <p>The SATC will also avoid all direct impacts on County and City Wildlife sites as well as sites of special scientific interest. Whilst the updated NATC design is considered to be a minor improvement for environmental impacts and opportunities this 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.</p>
<p>Concerns raised that the proposed embankment between Haslingfield and Newton will adversely impact local wildlife.</p>	<p>As stated in the environment and heritage data presented 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. However, the design solution will consider the longer-term environmental impacts of the Project, including in the area of route between Haslingfield and Newton, and EWR Co considers that any impacts on local wildlife can be avoided or, where necessary, mitigated as part of the final</p>

	<p>design. EWR Co will seek to include specific measures within the design to reduce the impact of the project on the surrounding environment during construction and operation.</p> <p>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.</p>
Concerns raised that Lowfields Little Eversdens woodlands and associated plants, animal and fungi species will be adversely impacted.	<p>EWR Co does not anticipate that the SATC will directly impact the Lowfields Little Eversdens woodlands or any associated plants, animals or fungi.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that the chalkland habitat of Chapel Hill will be adversely affected.	<p>EWR Co is developing the design and considering options to reduce the potential impacts on Chapel Hill. Further details of the proposed design will be provided at the statutory consultation. The design solution will consider the longer-term environmental impacts of the Project, 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. This will include considering the impacts the project will have on specific habitat types, such as those in the Chapel Hill area.</p> <p>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.</p>
Concerns raised that the proposals will adversely affect the Barbastelle bat populations in Toft, Comberton, Barton, Great Eversden, Little Eversden and Harlton	<p>EWR Co has considered the potential impact of the new railway on the barbastelle bat population in this area and a programme of habitat surveys and species-specific surveys is underway to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that Hardwick wood will be adversely impacted	<p>The SATC will have no direct impacts on Hardwick Wood and this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that embankments associated with the southern route will adversely impact the foraging behaviour of the Wimpole and Eversden Barbastelle bat populations.	<p>Throughout 2022 EWR Co carried out a number of surveys to better understand the barbastelle population in the area. Further bat surveys will be carried out in 2023.</p> <p>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.</p>
Concerns raised that the southern route will adversely impact local owl population, specifically the route from Cambourne north to Hardwick and Toft.	<p>EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. EWR Co does not consider that potential impact on local owl populations would materially differentiate between the NATC and SATC and, 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.</p>
Suggestion that the southern route impacts approximately 2.5 times the area of habitat compared with the northern route.	<p>As set out in Appendix F of the Non-Statutory Consultation Technical Report, the SATC alignment (with a 10m buffer) would impact 14 priority habitats and the NATC would impact eight. In this respect the NATC would perform better than the SATC in terms of overall environmental impacts and opportunities.</p>

	<p>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.</p>
<p>Concerns raised that a southern route would require people to change trains at Cambridge Central, which will increase the likelihood of them continuing to use private vehicles.</p>	<p>For the NATC, EWR trains would not serve all three Cambridge stations – Cambridge North, Cambridge and the new Cambridge South – as it would require significant additional upgrades to be carried out to the WAML south of Cambridge station. This means that if the NATC is built passengers would need to change trains to access Cambridge South station. Alternatively, there is the potential to extend other operator services, therefore directly linking services to Cambridge South station, but this would not afford the 4tph service frequency to meet the forecasted demand.</p> <p>By comparison, using the SATC all EWR trains would be able to call at Cambridge South directly and services could be extended to Cambridge North with only relatively minor upgrades to the existing station.</p> <p>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.</p>
<p>Concerns raised that the southern route would add approximately 50% to the distance into Cambridge, compared with the northern route.</p>	<p>The NATC would be approximately 1km longer than the SATC to Cambridge station and would have longer journey times as a result. This matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
<p>Concerns raised that the southern route extends the length of the railway, compared with the northern route, and also that the topography of the southern route is more elevated, particularly around Caldecote.</p>	<p>The NATC would be approximately 1km longer than the SATC to Cambridge station. Whilst the NATC would be a flatter route than the SATC overall, EWR Co is satisfied that the topology of the SATC will not have any material impact on the viability of this alignment.</p> <p>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.</p>
<p>Concerns raised that communities and villages adjacent to the southern route will not benefit from the proposals</p>	<p>EWR Co expects the new rail link to support significant local economic growth that will benefit individuals, communities, educational and research establishments, and businesses across the whole region from Oxford to Milton Keynes, Bedford and Cambridge. EWR will provide increased connectivity to households and businesses across the route. For households, residents will benefit from decreased journey times to areas along EWR and workers will be better connected to additional job opportunities along the route. Furthermore, businesses will be able to attract an increased pool of labour due to the reduction in journey time from areas along the EWR route. Even for villages which do not have a station, these benefits will provide indirect benefits in terms of greater jobs, economic growth and by reducing the need to travel by private car – thus helping to provide a viable public transport alternative for many journeys.</p> <p>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.</p>
<p>Concerns raised that because there are no stations between Cambourne and Cambridge south, the communities in this area will not benefit from improved connectivity.</p>	<p>One of EWR's core priorities is to increase connectivity across the Oxford to Cambridge area. This includes consideration of local connectivity, bus services and customer experience while travelling to EWR stations within our station design work. We will promote and prioritise both active and sustainable transport modes, and will continue working with other organisations, including bus operators, to improve facilities, including interfaces and interchange with bus services at stations and provision of onward travel information. Car parking provision will also be considered.</p> <p>The proposed EWR station locations have been chosen to support the delivery of new housing and help create new jobs along the corridor, as well as helping to ease some of the upwards pressure on the housing market. EWR Co does not consider that there would be sufficient demand at other locations on the route to justify an additional station stop, in terms of cost and</p>

	<p>additional journey time. However, the SATC design does not preclude the possible construction of additional intermediate stations if funding is made available for such projects in the future.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, which still provides better immediate overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future.</p>
Concerns raised that the southern alignment does not serve proposed new housing development plans	<p>Enabling housing growth and contributing to transformational growth within the Oxford to Cambridge area is a key part of EWR's purpose. In addition to considering how EWR might best support future housing development by providing cost-effective, sustainable and accessible public transport options for new residents and settlements, EWR Co also considered how the railway might interact with existing housing and current projects.</p> <p>Whilst the allocation of land for development is a matter for local planning authorities, EWR Co did consider consistency with Local Plans as part of the assessment of the SATC and NATC. The proposed new EWR station at Cambourne will support the delivery of the new housing development allocated to the west of Cambourne and to the east at Bourn Airfield in the adopted South Cambridge Local Plan and the emerging Greater Cambridge Local Plan. It may also facilitate the future development of other land in this area.</p> <p>However, other developments at Northstowe, Waterbeach, Northeast Cambridge and Cambridge Airport are already planned or under construction and EWR is not necessary in order for these to come forward.</p> <p>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.</p>
Concerns raised that the impact of pandemic on commuter numbers has reduced benefits.	<p>With regard to the impact of Covid-19, as detailed in paragraph 2.2.4 of the NSC Technical Report, the outbreak has significantly cut demand for rail travel in the short term. However, EWR would not enter into service until the end of the decade and the purpose of EWR is to enhance connectivity across the Oxford to Cambridge area as a whole. Work is still ongoing to understand how the Covid-19 pandemic may affect commuter travel patterns over the longer-term, but since the end of the Covid-19 pandemic, rail passenger numbers have increased to nearly 80% of pre-pandemic levels. EWR Co will continue to monitor these figures and to factor them into the iterative business case process.</p> <p>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.</p>
Concerns raised that the southern route would directly impact a number of villages.	<p>EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the Project. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. 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.</p> <p>Both the NATC and the SATC would pass by various settlements in Cambridgeshire between the new Cambourne station and the point at which they join the existing rail network near Cambridge (near Milton and Hauxton respectively). Both would also involve works in the built-up area of Cambridge itself and the new EWR trains would also run through the built-up area, although the NATC would have a greater length in the built-up area than the SATC.</p> <p>The number of properties within 500 metres of the NATC and SATC (between the Cambourne and Cambridge stations) would be broadly similar overall although, as set out in Appendix F of the Non-Statutory Consultation Technical Report, there would be</p>

	<p>more properties within 200m of the NATC alignment compared to the SATC i.e. more properties are located closer to the NATC. EWR Co considers that the impacts on the community would be broadly neutral.</p> <p>It is important to note that the works needed to deliver the NATC would require the closure of, and replacement diversion for, Fen Road level crossing, which would have the potential for impacts on the established traveller community in this area. Whilst we consider it to be possible to provide mitigation measures (such as by constructing a replacement road access for the community), EWR Co notes that it is possible to avoid these impacts arising in the first place. The SATC avoids these impacts on the traveller community.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Suggestion that the southern route should avoid any areas where road congestion is an existing concern.	<p>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. Traffic congestion is a current issue throughout the Cambridge area, and the lack of public transport solution to overcome this issue is constraining growth, including in south Cambridge and at the Biomedical Campus. EWR will help to overcome this by providing a reliable, fast and frequent public transport link to the new Cambridge South station, via the SATC. Using the NATC would either require passengers to change trains to complete their journeys to Cambridge South station or need significant additional upgrades to the WAML south of Cambridge station at significant extra cost. EWR trains using the SATC could also be extended to serve Cambridge North station directly with only relatively minor improvements needed to facilitate this.</p> <p>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.</p>
Concerns raised that the southern alignment crosses areas of greenbelt.	<p>EWR Co appreciates the concerns around the impacts on the green belt and will work to identify and reduce impacts and protect it wherever reasonably practicable. Cambridge is surrounded by designated green belt which means that the railway would pass through it no matter whether the NATC or SATC is used to approach the city.</p> <p>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.</p>
Concerns raised that Cambridge Approaches and CBRR have not identified any benefits to the southern route.	<p>EWR Co is aware of these lobby groups and their support for the NATC.</p> <p>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.</p>
Concerns raised that the southern alignment presents more challenges than the northern alignment.	<p>Both the NATC and the SATC would entail construction challenges.</p> <p>However, this 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.</p>
Concerns raised that the character of Great Shelford will be adversely impacted by the southern alignment.	<p>Great Shelford would be impacted by the additional four trains per hour, although it is noted that these trains would operate on the existing line on the existing Royston Branch Line.</p> <p>In addition, any grade separation of Shepreth Junction would impact Great Shelford as would the additional tracks on the West Anglia Mainline. This is being taken into consideration in the design and modelling of the route and an update will be provided at the Statutory Consultation stage.</p>
Suggestion that EWR funding should instead be invested in modernising and improving existing railway services.	<p>The National Infrastructure Commission (NIC), which provides impartial, expert advice on major long-term infrastructure challenges, identified that the economic potential of the Oxford to Cambridge area is constrained by a lack of suitable housing</p>

	<p>and poor east-west connectivity. As explained in section 2.2.3 of the Non-Statutory Consultation Technical Report, the NIC concluded that EWR could play a key role in addressing these issues. The Government has confirmed its support for the NIC’s vision for additional infrastructure (including EWR) required to ensure communities and businesses are better served and better connected.</p> <p>A key purpose of EWR is to improve and create direct connectivity by rail across the Oxford to Cambridge area. EWR Co will achieve this through the introduction of passenger services between Oxford and Milton Keynes, Oxford and Bedford, Oxford and Cambridge, and consideration of services from Aylesbury to Milton Keynes. Modernising and improving existing railway services alone would not meet this requirement.</p> <p>EWR is also supported by local authorities in the Oxford to Cambridge area as a vital enabler of transformation in the area, and it sits at the centre of England’s Economic Heartlands’ Transport Strategy.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, which provides significantly improved connectivity, greater scope to unlock economic growth across the region and more flexibility to extend EWR services in the future.</p>
Concerns raised that the southern route does not integrate as well with transport plans for the East of England, compared with the northern route.	<p>EWR Co believes that it is important for the new railway to complement other local transportation planning initiatives and infrastructure without duplicating them and considers local and national plans during the design process. We understand that interconnectivity and access to other modes of transport is important to future customers and will continue to monitor other transport projects across the area to ensure that our plans can facilitate this where appropriate.</p> <p>The extent to which the options afford future expansion of EWR has been considered as well as how the new railway might align with other transport plans for the region. The NATC would not perform as well as the SATC due to the envisaged challenges regarding extending EWR further east in the future, which is an aspiration of many local authorities and stakeholders in the East of England.</p> <p>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.</p>
Concerns raised that the consultation did not consider fairly the northern approach.	<p>Approaching Cambridge from the north was considered as part of the initial work led by Network Rail in 2018 - 2019 to identify a broad route corridor, and then again in further detail in 2019, both before and after the analysis of feedback from the non-statutory consultation. During the 2019 consultation, EWR Co received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR).</p> <p>Acknowledging this and using further technical information, we then carried out additional work to assess the case for a northern approach prior to the 2021 consultation and following the consultation as part of the ACP Project. All EWR Co’s work and assessment indicated that the best option remained for EWR services to approach Cambridge from the south.</p> <p>As part of the second non-statutory consultation, we back-checked our decision and concluded there was no sufficient reason to re-open the previous conclusion that approaching Cambridge from the South is the right option for EWR. EWR Co published extensive information on this in Appendix F of our consultation Technical Report. All of the feedback we received has been considered and taken into account, including respondents comments as to why they thought the NATC might be preferable to the SATC.</p> <p>We also considered the potential NATC again in detail following the closure of the consultation, including through the extensive work undertaken as part of the ACP.</p> <p>The SATC remains EWR Co’s preferred option because it provides better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future.</p>

Suggestions that routes to London and major cities are more important and should be prioritised over a route that offers little benefit to those living and working in Cambridge.	<p>EWR is addressing a fundamental lack of connectivity in the region and 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.</p> <p>EWR can support the national levelling up agenda by providing the right environment for business growth across an area where new business formation, innovation and entrepreneurship is strong. This will aid not only new business growth and survival, but also assist in retaining businesses and investment in the UK encouraging further investment and scaling up across other parts of the country. Many businesses and industry sectors EWR will support already have strong links to other parts of the country considered priority areas for levelling up.</p> <p>This complements existing and upgraded routes to London and other major cities: it is not an either-or decision. 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.</p>
Suggestion that additional information is provided regarding the economic benefits from both passenger and freight.	<p>The business case is being developed in parallel with the physical design. Further information on the economic benefits of the Project, including from both passenger and freight, will be provided at the Statutory Consultation and within the DCO Submission, and submitted to DfT as part of the Full Business Case.</p> <p>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.</p>
Concerns raised regarding the viability of the southern route and that not enough evidence has been provided to support this option.	<p>The significant amount of design and appraisal work undertaken to date confirms that the SATC is viable. The non-statutory consultation document and corresponding technical report both contained specific chapters on the Approach to Cambridge (pages 30 – 33 and Appendix F respectively), which included information about the advantages of a southern approach.</p> <p>Whilst the northern option has been considered again following the consultation, the SATC is still the preferred option because it provides better overall connectivity, greater scope to unlock economic growth across the region and provides more flexibility to extend EWR services in the future.</p>
Concerns raised regarding the economic viability of the proposals following the Covid-19 pandemic e.g. uncertainty regarding the future of office working.	<p>EWR is addressing a fundamental lack of connectivity in the region. While no consensus has formed about long-term rail demand in the UK, EWR Co has started testing the possible impact a long-run rise in working from home could have on the route. But this is a much longer-term project and will connect communities along the route for decades to come.</p> <p>During the Covid-19 pandemic, rail demand was significantly impacted as people preferred to avoid public transport for obvious reasons. However, since the end of the Covid-19 pandemic, rail passenger numbers have increased to nearly 80% of pre-pandemic levels. EWR Co continues to monitor these figures and to factor them into decision making. In any event, 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.</p>
Concerns raised that the information provided in Appendix F of the Consultation Technical Report is incomplete and inaccurate.	<p>EWR Co endeavoured to provide as much information as possible, while being open about our decision making and justification. We are satisfied that the content of Appendix F of the Consultation Technical Report was both appropriate and accurate and 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.</p>
Concerns raised regarding the potential adverse impacts of the southern alignment on rivers that would be traversed by the railway.	<p>EWR Co is aware of the high-value nature of many areas of the water environment through which the route will pass directly or near to, including rivers and streams, floodplains, wetlands, source-protection zones (SPZs), Principal aquifers, as well as the many surrounding conservation features that are sustained by the water environment, such as Bourn Brook, Nine Wells and Hobsons Brook.</p>

	<p>For water resources and flooding as well as climate resilience the NATC would perform worse than the SATC due to having a greater area of route within a 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, thus having a greater potential impact on the riverine environment.</p> <p>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.</p>
Concerns raised that the consultation process has not been fair.	<p>The material published as part of the 2019 consultation addresses emerging route alignments in and around route option E, with a southern approach to Cambridge. However, in selecting a preferred route alignment for the approach to Cambridge, EWR Co has taken into account comments about other approaches and alignments. Nothing presented within the feedback from the 2021 Non-statutory Consultation has led EWR Co to consider that the decision on the approach to Cambridge should be re-opened.</p> <p>To raise awareness of the 2021 consultation, we posted consultation information directly to 270,000 households, placed adverts in locations along the route, on local radio, on social media and in local print media. We also sent press releases to local media – including newspapers and radio stations – and our senior team conducted interviews with a range of outlets. At every step we were actively engaging with local residents and elected representatives to ensure they had all the information they needed.</p> <p>The consultation was open to anyone and EWR Co has, and will, continue to take into account all relevant matters when making decisions about the project, including consultation feedback. 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.</p> <p>Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.</p>
Concerns raised that the southern route alignment has not been independently assessed.	<p>Approaching Cambridge from the north was considered as part of the initial work led by Network Rail to identify a broad route corridor for the new railway between Bedford and Cambridge, and then again in further detail in 2019, both before and after EWR Co’s first non-statutory consultation.</p> <p>As part of the second non-statutory consultation in 2021, we back-checked our decision and concluded there was no sufficient reason to re-open our previous conclusion that approaching Cambridge from the South is the right option for EWR.</p> <p>However, because want to be transparent with the public, we set out further information as an appendix to the Technical Report and included information in the Consultation Document. We also provided people the opportunity to comment on that information.</p> <p>EWR Co is satisfied that the manner in which the NATC has been assessed and considered has been robust, appropriate and fair. We will continue to back-check our decisions where any genuinely new information emerges - including based on the responses to the consultation and – but 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.</p>
Concerns raised that the reasons for EWR not preferring a northern approach also apply to the southern approach i.e. building demolition, adverse impacts on wildlife and habitats and community connectivity and also increased duration of journey.	<p>EWR Co acknowledges that building a new railway will bring its challenges. The approach to Cambridge was discussed in the main non-statutory consultation document (pages 30 – 33) and discussed again in further detail in Appendix F of the corresponding technical report. These documents included information about the advantages and challenges of a southern approach.</p> <p>Whilst the northern option has been tested and the updated NATC design reduces the anticipated environmental impact, this would not cause EWR co to re-open the decision to prefer the SATC which would provide greater opportunities to unlock</p>

	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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