Appendix 7: Table 3.5 – Approach to Cambridge – Southern Approach to Cambridge – Suggestions and support

Matter Raised	EWR Co Response
Suggestion that Route C is preferable because of the flatter landscape, the associated benefits for proposed housing development at Bassingbourn and also the option of approaching Cambridge from the South.	Route Option E was selected as our preferred route for the section of a new railway between Bedford and Cambridge following the 2019 consultation. It was concluded that Route Option E would serve most households and facilitate better onward connectivity than routes via a new station to the south of Bedford. It also had a lower estimated cost than Route C and routes via Cambourne were expected to have the fewest problematic areas with potential direct impacts on irreplaceable or sensitive environmental features and the lowest likely mitigation effort.
Suggestion that approaching Cambridge from the west should be considered.	A western approach to Cambridge was considered prior to EWR Co's 2019 consultation and not carried forward. The reasons for this decision were set out in the 2019 consultation documents. It would have a significant impact on communities within West Cambridge and require extensive tunnelling beneath the historic core of Cambridge city centre, increasing cost and complexity. There has been no change of circumstances and no new information has been provided which would change these conclusions. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Suggestion that altering the location of some of the viaducts would reduce the height and associated adverse impacts (e.g. near Caldecote).	In any process of design, solutions to manage environmental impacts and cost mean that opportunities are sought to reduce the number of structures and heights of embankments. Since the 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. Opportunities considered include taking the railway under roads in cuttings instead of building viaducts over them and making minor diversions to the railway alignment to allow the railway to be lowered. Roads would then be diverted over the railway on smaller overbridges, instead of building railway bridges/viaducts over existing highways. Now that a preferred route alignment has been selected, residents, communities and other stakeholders will be able to provide feedback on the updated route design during the statutory consultation.
Suggestion that the alignment should exit Bedford in a southerly direction.	The alignment in the Bedford area would not dictate the selection of either the NATC or the SATC. This is not a differentiating consideration and, accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Suggestion that freight trains should bypass the centre of Cambridge.	As part of the updated NATC, EWR Co considered a freight chord heading north to Ely at Milton Junction, which would allow East/West freight traffic to bypass Cambridge. However, this would increase the cost of the NATC and it would not be possible for freight trains to access this chord without significant upgrades to other parts of the existing rail network. In addition, the NATC would not enable all current freight services in the Cambridge area to continue to operate. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC which would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future.
Concerns were raised that existing rail routes aren't being used by the Project e.g. the original Cambridge-Oxford Varsity route or the Busway.	As part of the Affordable Connections Project (ACP), EWR Co reviewed the potential to follow the Varsity Line through Bedfordshire and Cambridgeshire. Although a shorter route overall, it would not serve Cambourne and would deliver significantly fewer benefits than the preferred alignment, Route Alignment 1 (Tempsford Variant). It is considered that EWR Co complements existing railway services and other local transport systems, including the guided busway. The purpose of EWR is to enhance connectivity across the Oxford-Cambridge area as a whole, connecting key towns and cities. As part of this, EWR provides a fast and direct connection to Cambridge. Use of the busway route would significantly undermine current public transport provision between Cambridge, St Ives and Huntingdon, reduce local connectivity and lead to a significant reduction in service frequency, including to the new development at Northstowe. Accordingly, this matter would not

	cause EWR Co to re-open the decision to prefer the SATC which would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future.
Suggestions for a park and ride to connect to EWR Co at Cambourne station or to combine the Girton Station passenger buses.	The ability of the new EWR stations to integrate into the wider transport network across all modes – including bus, walking and cycling – has formed a key part of EWR Co's assessment of both route options and route alignments. EWR Co will ensure that public transport connectivity and the ability to use new and improved active travel modes are appropriately considered in the development of our station designs. We'll 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. Further details of our proposals (including for the new EWR stations) will be provided at the statutory consultation.
Suggestion that additional station locations south of Cambridge are included within the proposals (e.g. Harston, Milton, Shepreth, Northstowe and a Parkway station south of Cambridge).	One of the key objectives of EWR is to enable sustainable housing and economic growth. The proposed EWR station locations have been chosen to support the delivery of new housing and help create new jobs along the corridor, as well as helping to ease some of the upwards pressure on the housing market. Consideration has been made of the accessibility to suitable road infrastructure, potential demand and viability of development in choosing station locations. EWR Co has considered the amount and location of stations along the route. Including additional stations along this section of the route would create longer journey times and may mean that the Project would not meet its key objectives. However, it is envisaged that the detailed design would not preclude additional intermediate stations being opened in the future if appropriate.
Suggestion that stations along the old route are reopened e.g. Old North Road station.	One of the key objectives of EWR is to enable sustainable housing and economic growth. The proposed EWR station locations have been chosen to support the delivery of new housing and help create new jobs along the corridor, as well as helping to ease some of the upwards pressure on the housing market. Consideration has been made of the accessibility to suitable road infrastructure, potential demand and viability of development in choosing station locations. EWR Co has considered the amount and location of stations along the route. Including additional stations, or reopening stations such as Old North Road station, along this section of the route would create longer journey times and may mean that the Project would not meet its key objectives. However, it is envisaged that the detailed design would not preclude additional intermediate stations being opened in the future if appropriate.
Suggestion that the proposals include underpasses with cycle lane/footpath provision and also that cycle lanes are constructed adjacent to the railway.	EWR Co is committed to the encouragement of active travel and is focused on integrating this with existing and future regional and local plans and planning strategies. EWR Co is committed to delivering a real step-change in the quality of active transport infrastructure throughout the EWR corridor, so that travelling by bike and on foot becomes a realistic and attractive choice for short journeys. Such facilities could then serve as a catalyst for greatly improved active transport infrastructure nationwide and would bring the associated health and economic benefits to the communities that it serves. Options for active travel could include new and improved walking and cycling routes, to complement new or altered bus services and on-demand services that could provide a door-to-door service between the station and a customer's destination, timed to connect with the train service. This will also include for example associated cycle storage requirements at stations. More information will be provided at the statutory consultation.
Suggestion that the DNA cycle path/footpath is one of the most efficient and green ways of travelling into Cambridge and a replacement route should be constructed if the southern route is implemented.	EWR Co is committed to the encouragement of active travel and is focused on integrating this with existing and future regional and local plans and planning strategies. EWR Co is committed to delivering a real step-change in the quality of active transport infrastructure throughout the EWR corridor, so that travelling by bike and on foot becomes a realistic and attractive choice for short journeys. Such facilities could then serve as a catalyst for greatly improved active transport infrastructure nationwide and would bring the associated health and economic benefits to the communities that it serves. The works required to the WAML will

	be contained within the existing Network Rail corridor and should not impact the DNA Cycleway. More information will be provided at the statutory consultation.
Suggestion that the bridleway between Bourn and Cambridge is upgraded into a high-quality cycleway.	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 between Bourn and Cambridge. 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 the Consultation Technical Report, EWR Co will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.
Suggestion that the southern approach is extended to Cambridge north.	Based on current designs for the SATC, it is planned that EWR services would terminate at Cambridge station but the design would not preclude future extensions to Cambridge North station subject to relatively minor additional works to the existing station being carried out.
Suggestion that the southern approach is extended to Haverhill, which would serve three separate science parks, Haverhill, and possibly a new development East of Linton.	A key purpose of EWR, as set out in the Sponsor's Requirements (ref NSC tech report Appendix A), is to improve and create direct connectivity by rail across the route, 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. The SATC which we are proposing will not preclude future extensions of services to other destinations, although it is noted that Haverhill is not connected to the current rail network which means that additional infrastructure will be required in order to provide new rail services here.
Suggestion that there is proactive and early compensation for any reduction in property value as a result of the proposals.	Compensation is available under the statutory compensation code for reduction in property value experienced by eligible landowners. In the meantime, EWR Co is also introducing a Proposed Need to Sell Property scheme under which EWR Co would buy property if owners are unable to sell on the open market due to the impact of the Project.
Suggestion that environmentally friendly construction techniques are used and that the Project delivers Biodiversity Net Gain.	EWR Co appreciates the concerns around the environmental impact and will consider the importance of environmental sustainability in the activities and the decisions made in order to ensure that the Project is designed, constructed, operated and maintained in an environmentally responsible manner that reduces negative environmental impacts. Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a CoCP or an equivalent document submitted alongside the 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. This may involve the use of physical barriers or the relocation of species to an alternative location. It is EWR Co's intention to build on the commitment of Biodiversity Net Gain made in relation to the part of EWR between Bicester to Bletchley and we'll work with the stakeholders to do this. EWR Co will prioritise avoiding high value and priority habitats and where necessary enhance existing and create new habitats. Further information on plans for achieving Biodiversity Net Gain will be provided during the statutory consultation.
Suggestion that trees are used to screen the railway, to mitigate visual impacts.	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 the setting and context of landscapes and historic views, 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. Further examples of where visual impacts are being considered are the 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. EWR Co is looking to ensure that landscape mitigation measures are closely integrated with the ecological requirements of both the Project and the wider area to ensure that the environmental legacy of the works is positive and supports EWR Co's commitment to delivering10 %Biodiversity Net Gain along the EWR route. Further information on our proposals will be provided at the statutory consultation and in the environmental statement accompanying the DCO application.
Suggestion that operational hours are limited to 7am – 9.30pm due to the proximity of the railway to residential properties.	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. EWR Co appreciates that disruption from the construction and operation of a railway is an important issue for local communities and will seek to reduce impacts as far as reasonably practicable. 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. 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. 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. Ahead of DCO submission, 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 aspects such as choice of trains, track technology and noise barriers when seeking to reduce noise and vibration impacts. Further information will be available at the statutory consultation.
Suggestion that the proposals include crossings for pedestrians, bikes, wildlife, agriculture and cars, to minimise disruption and improve connectivity between communities.	EWR Co is committed to the encouragement of active travel and is focused on integrating this with existing and future regional and local plans and planning strategies. EWR Co is committed to delivering a real step-change in the quality of active transport infrastructure throughout the EWR corridor, so that travelling by bike and on foot becomes a realistic and attractive choice for short journeys. Such facilities could then serve as a catalyst for greatly improved active transport infrastructure nationwide and would bring the associated health and economic benefits to the communities that it serves. Options for active travel could include new and improved walking and cycling routes, new or altered bus services and on-demand services that could provide a door-to-door service between the station and a customer's destination, timed to connect with the train service. This will also include, for example, associated cycle storage requirements at stations. Regarding the movement of wildlife, green bridges may be considered to mitigate severance of habitats, maintain historic features, improve connectivity, and positively integrate with landscape character. EWR Co will also look at other crossing types, including the use of underbridges and underpasses (for example, a greened underbridge that encourages species such as deer and badger to safely cross beneath the railway). EWR Co's preference will be to integrate the engineering and environmental requirements into a single feature.

	Whilst EWR may impact agricultural land and access for farm vehicles during construction, EWR Co will seek to ensure that access to severed land for farmers and farm vehicles is maintained during construction, working closely with farmers and landowners to reduce and mitigate potential impacts. More information will be provided at the statutory consultation.
Suggestion that a tunnel under the A14/M11 or taking the road over the railway would be beneficial.	EWR Co continues to explore the use of tunnels for the Project during the design process, but only considers them to be a practical option in specific areas where they can provide a potential solution for addressing constraints. This is partly because they are more complex and expensive to build, operate and maintain than above ground structures. Tunnels also require additional land for ventilation and exit provisions in case of emergency, as well as pumping and drainage systems to deal with groundwater flows. The NATC would cross over the A14 and require a new crossing to be constructed. The A14 is an eight lane dual carriageway in this location which means that a substantial structure would be needed. By comparison, the SATC could go under the M11 on the existing Shepreth Branch line rather than requiring a new tunnel to be constructed. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Suggested that the inclusion of a junction connecting Cambridge to the Kingscross line would remove the requirement for the closure of Station Road.	The Shepreth Junction provides connectivity between Cambridge and the Royston Branch Line, which runs to King's Cross Station. The re-routing of Station Road is required to enable the new EWR line to join the Royston Branch Line south of Harston.
Suggestion that curving the proposed railway line would minimise any adverse impacts.	Whilst EWR Co notes this comment it is unclear what the proposed alteration is and why this would reduce impacts compared to EWR Co's proposals. In preparing its designs EWR Co has had regard to the potential impact on environmental features and local communities. Avoiding these where possible places limitations on where potential alignments can be routed because of the need to ensure that satisfactory railway gradients and curvatures are provided. In addition, straighter alignments are more efficient to operate and maintain.
Suggestion that having two tracks through Harston is a limiting factor to rail capacity and future-proofing the line and that widening this section would also enable multi-modal transport such as cycle paths, busways, trams or light rail.	In designing the railway, EWR Co has placed the ability for EWR to encourage sustainable travel patterns at the forefront. EWR Co and Network Rail analyses show that two tracks on the Shepreth Branch line will provide enough capacity and resilience for the increase in services which EWR would deliver. However, the decision to continue to prefer the SATC would not preclude additional tracks being provided if appropriate and this would be less disruptive than providing additional tracks on the West Anglia Main Line north of Cambridge in the future if an NATC was adopted instead. More information will be available at the statutory consultation.
Opinion that a Cambridge South station would serve the commuters and aid the growth of the Cambridge Biomedical Campus, Addenbrookes Hospital and the Wellcome Sanger Campus.	EWR Co agrees that the ability for all EWR trains using an SATC to serve the new Cambridge South station directly is a significant advantage. This is not possible for trains using an NATC unless significant additional works are carried out to the existing West Anglia Main Line south of Cambridge station. Accordingly, this matter supports the decision to prefer the SATC which would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future.
Opinion that a Cambridge South station would serve current residents of Cambourne.	Whilst EWR Co's proposed SATC would provide direct connectivity to Cambridge South station for services from the new Cambourne station, the development of the Cambridge South station itself is a Network Rail scheme and does not form part of the EWR Project. EWR Co will continue to engage with Network Rail as plans for EWR develop.

Opinion that a Cambridge South station would provide a vital improvement for rail travel from Cambridge to London.	Whilst EWR Co's proposed SATC would provide direct connectivity to Cambridge South station and could facilitate connections with Cambridge to London services, the development of the Cambridge South station itself is a Network Rail scheme and does not form part of the EWR Project. EWR Co will continue to engage with Network Rail as plans for EWR develop.
Opinion that the business park in north Cambridge is already served by other transport links.	EWR Co agrees that the business park in north Cambridge is already served by other public transport links, whereas traffic congestion is worse in south Cambridge and imposes a particular constraint on the expansion of the Biomedical Campus. This means that there is a greater opportunity for EWR to unlock economic growth – in both Cambridge and the wider region – by using the SATC.
Comments that efforts should be made to reduce impact on existing businesses and properties that will be affected by a southern route.	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, businesses, 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. A PEIR will be developed which will include information regarding the impact on the local economy in terms of employment and supply chain and land take, access and disturbance impacts on business and commercial premises. The PEIR will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application. Construction-related impacts on the environment (including businesses and properties) will be identified and managed, as far as reasonably practicable, by a CoCP or an equivalent document submitted alongside a DCO application. 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. Compliance with the CoCP or an equivalent document will be secured through the requirements of the DCO.
Opinion that there should be a focus on stimulating economic growth and housing.	EWR Co recognises the role the new railway will play in supporting economic growth, improved transport connections and community development in the region. One of the strategic objectives underpinning the development of the Project is to stimulate economic growth, housing and employment through the provision of new, reliable and attractive inter-urban passenger train services between Oxford, Milton Keynes, Bedford and Cambridge. The ability to contribute to enabling housing and economic growth is also one of the 15 assessment factors (Assessment Factor 2) used to evaluate the performance of the proposed options for EWR, including the options for the approach to Cambridge. The greater ability of the SATC to unlock constraints on economic growth at the Cambridge Biomedical Campus is a key part of the reason why the SATC remains the preferred option for the new railway. It would also provide shorter journey times from points further west, bringing more of the Bedford and Marston Vale areas within a reasonable commuting catchment. This will also facilitate the overlap of the economic hinterlands of Cambridge, Milton Keynes and Oxford and drive forward greater economic agglomeration benefits.
Suggestion that difficulties with landowners should be overcome to allow the southern route to proceed.	EWR Co will discuss the detailed design of the Project with relevant landowners when the land requirements are known to seek to reduce its impact. EWR Co currently anticipates that land requirements will be known by the statutory consultation. Where land acquisition is required, compensation would be payable for the land acquired and reduction in value for the land retained, as explained in the Guide to Compulsory Acquisition and Compensation on the EWR Co website.
Suggestion that a southern route should go north of Hauxton and Haslingfield, as the villages will not benefit from the line.	Construction of an alignment north of Haslingfield and Hauxton would be expected to have a significant impact on infrastructure and communities between Trumpington and Great Shelford/Hauxton and would need to cross large areas of floodplains. It would also be necessary to construct an additional crossing of the M11 motorway instead of utilising the existing bridge on the Shepreth Branch Royston line, adding cost and complexity.

	It is noted that an alignment along the route of the previous Varsity Line was explored but was discounted due to the impact on new housing and the guided busway.
Opinion that the southern route is more economically viable than the northern route.	Design and appraisal work undertaken to date indicate that both the SATC and the updated NATC are economically viable. Although the NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report was expected to be more expensive to build, the updated NATC is expected to have a lower construction cost than the SATC. This is due to the reduction in works in Cambridge and the reduction in viaducts and embankments. However, the SATC offers greater potential to unlock wider economic growth and deliver greater transport user benefits. Accordingly, the additional capital cost would not cause EWR Co to re-open the decision to prefer the SATC which would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future.
Opinion that fewer homes would need to be acquired and fewer villages would be impacted by a southern route, compared with the northern route.	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 NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report required the demolition of 40 – 85 properties. However, the updated design is now expected to have no residential demolitions. 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. 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. 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. Accordingly, this matter supports the decision to prefer the SATC which would also provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future.
Suggestion that a southern route would also benefit areas north of Cambridge, including the areas of Dry Drayton and Madingley.	The southern approach to Cambridge would not pass through Dry Drayton and Madingley. However, 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. In addition, by providing a fast, frequent and reliable public transport link EWR offers the opportunity to take traffic off the local road network, benefitting villages across the area including north and west of Cambridge where the main roads from Cambourne and St Neots approach the city.

Opinion that a southern alignment would provide opportunities for developing sustainable transport options in South Cambridge.	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 we'll continue to monitor other transport projects across the area to ensure that our plans can facilitate this where appropriate. The SATC would allow all EWR trains to serve the new Cambridge South station directly, providing convenient access not only to south Cambridge, but also to other sustainable transport options in the area such as local bus services.
Suggestion that a southern alignment would support the delivery of new homes.	Enabling housing growth and contributing to transformational growth between Oxford, Milton Keynes, Bedford and Cambridge is a key part of EWR's purpose. EWR Co has also considered not only how the railway might interact with existing housing and current projects, but how it might best support future housing development by providing cost-effective, sustainable and accessible public transport options for new residents and settlements. The allocation of land for development is a matter for local planning authorities, but EWR Co did consider consistency with Local Plans as part of the assessment of the SATC and the updated NATC (Assessment Factor 15). 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. Whilst the Green Belt to the south of Cambridge restricts other housing development opportunities in this immediate area, the shorter journey times to the new Cambridge South station from points further west afforded by the SATC would also bring more areas in Bedfordshire within a reasonable travelling distance of the new station as well – providing a key link between areas of new affordable housing and expanding job opportunities at the Cambridge Biomedical Campus as well as more local connectivity to Bedford and Cambridge.
Opinion that a southern alignment would be the least disruptive option to residents in Cambridgeshire.	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. 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. 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. 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. EWR Co agrees that this supports the decision to prefer the SATC.

Suggestion that a southern route would be preferable for Cambourne residents, as it would ease traffic.	One of EWR's key purposes is to deliver modal shift (both passengers and freight) from the existing road network to rail in addition to providing convenient connections to other transport modes and projects. Both alignments would offer quick and direct connections to key towns and cities. EWR Co expects that either the SATC or NATC could assist to reduce traffic congestion in and around Cambridge. The SATC would offer a direct link to the new Cambridge South station and enable all EWR services to call here. Services could also be extended to both Cambridge and Cambridge North stations, with only relatively minor upgrades required to the latter to enable this. This will help to reduce the need to travel by private car for many journeys from Cambourne and other areas.
Suggestion that a south alignment would be beneficial for commuters, and would provide more accessible employment opportunities, particularly to those with disabilities and younger people.	The SATC would enable all EWR trains to serve both the new Cambridge South station and the existing Cambridge station directly. With relatively minor additional works it would also be possible for services to be extended to Cambridge North too. This would not be possible for trains using an NATC unless significant additional works – leading to greater cost and disruption – are carried out to upgrade the West Anglia Main Line south of Cambridge station. This means that the SATC would provide higher potential benefits for all passengers in terms of better overall connectivity and more flexible options to extend EWR services to provide access to other destinations in the future, including those with disabilities and younger people.
Opinion that a southern route aligns with the overall objectives of the EWR Co Project.	EWR Co agrees that the SATC aligns best overall with the Project objectives which we have been tasked to deliver.
Opinion that a southern alignment would allow more direct links to a larger network without reversal, including Ely, East Anglia, Norwich, Fen Lane, Newmarket, Bury St Edmunds, Ipswich, Great Yarmouth and eastern ports.	As explained in Appendix F of the Non-Statutory Consultation Technical Report, the SATC would facilitate more direct future connections to the east. Whilst extension of services onto other parts of the network would require infrastructure upgrades to be carried out elsewhere, extension of EWR services further north and east of Cambridge in the future would be challenging on the NATC as EWR services would not be able to travel further east to Norwich, Ipswich and other destinations without reversing manoeuvres at Cambridge station and the construction of further infrastructure to enable these onward journeys. Future extension of EWR services using the SATC could be achieved without such reversals. This supports the decision to continue to prefer the SATC.
Opinion that a southern alignment would reduce the amount of traffic on the road network.	One of EWR's key purposes is to deliver modal shift (both passengers and freight) from the existing road network to rail in addition to providing convenient connections to other transport modes and projects. Both alignments would offer quick and direct connections to key towns and cities. EWR Co expects that either the SATC or NATC could assist to reduce traffic congestion in and around Cambridge. The SATC is able to help alleviate these problems in south Cambridge because it would allow all EWR trains to serve the new Cambridge South station and the existing Cambridge station directly. It would also be possible to extend EWR trains using the SATC to Cambridge North as well with only relatively minor upgrades to the current station. EWR Co will prepare a Transport Assessment of the preferred alignment 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. 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.
Suggestion that a southern route would serve as the best connection to Cambourne, and would provide better links for other southern villages, who have less access to modes of public transport.	EWR Co's preferred alignment, Route Alignment 1 (Tempsford variant), would include a new station at Cambourne North. Whilst both the SATC and the updated NATC could provide a connection to Cambourne, journey times to Cambridge South and Cambridge would be quicker using the SATC. It would not be possible to extend EWR trains using an NATC to Cambridge South without significant additional upgrades to the West Anglia Main Line south of Cambridge station, whereas trains using the SATC could be extended to Cambridge North with only relatively minor upgrades to the current station.

	Accordingly, this supports the decision to prefer the SATC which would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future.
Opinion that a southern route would serve the regional Addenbrookes Hospital and Royal Papworth Hospital and would also provide more direct links to Bedford Hospital.	The SATC would stop at Cambridge South, serving Addenbrokes and Royal Papworth hospitals. All EWR trains would be able to serve the new station directly and journey times would be significantly quicker than for the NATC with no need for passengers to change trains. The station at Bedford St Johns would also serve the Bedford hospital.
Suggestion that new train stations should be placed at Wixams and St Neots, along a southern alignment.	Route options passing to the south of Bedford were considered before the selection of a preferred route option in 2020. These routes have a significant number of sensitive or complex environmental constraints which would be difficult and expensive to overcome, including either demolition of homes and commercial property in Wixams or crossing the former landfill site at Elstow. We're working on local connectivity proposals, with a focus on first/last mile travel to and from stations and will consider how we can provide access to EWR stations from Wixams. This could potentially be through links to an EWR station in the Stewartby area to the west of the new settlement. A St Neots station was included in a number of alignments consulted on for NSC. However, EWR Co's preferred alignment is Alignment 1 incorporating a localised variation to serve a station at Tempsford, where there is greater potential for development to support the development of a higher quality new settlement than a new station further north at St Neots South. This localised variant of Alignment 1 better achieves the Project objectives and will therefore be taken forward as EWR Co's preferred route for further design development and assessment.
Opinion that a southern route would complement the recently opened park-and-ride in Trumpington, and ultimately reduce congestion in the area.	The SATC and its use of Cambridge South station is expected to enable more efficient connections with the existing guided busway from Trumpington park-and-ride, as well as other local transport in the area. It would not be possible for EWR trains using an NATC to serve Cambridge South directly without significant additional upgrades to the West Anglia Main Line south of Cambridge station, which means that the SATC provides better connectivity in this regard. This supports the decision to continue to prefer the SATC.
Opinion that a southern route would improve connectivity in the area and also access to facilities including shops, visitor services and local schools.	The purpose of EWR is to enhance connectivity across the Oxford to Cambridge area as a whole, connecting key towns and cities. EWR Co agrees that providing connectivity to current and planned stations in the heart of existing and new communities offers the best opportunities not only to provide access into settlements along the railway, but also for those who live and work there to travel elsewhere without the need to use a private car. Improved connectivity to well-located stations will help to make EWR services an attractive and competitive choice with convenient access to homes and universities in Cambridge. This matter supports the decision to prefer the SATC, which would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future.
Comments that a southern route would provide links between the universities in Cambridge, and also a more direct connection to the Oxford universities.	One of EWR's core priorities is to increase connectivity across the Oxford to Cambridge area. Locating our stations and providing connectivity to current stations in the heart of existing communities offers the best opportunities to provide access into settlements along the railway, and for those who live and work there to travel elsewhere without the need to use a private car. Improved connectivity to centrally located stations will help to make EWR services an attractive and competitive choice with convenient access to homes, businesses, and universities in Cambridge and Oxford. The SATC would enable shorter journey times from Cambridge and Cambridge South stations and allow EWR trains to be extended to Cambridge North with only relatively minor additional upgrades to these stations. It is not possible for trains using an NATC to serve all three Cambridge stations in this way without significant additional works to expand the existing rail network south of Cambridge station.
Suggestion that a southern alignment could support the new Astra Zeneca and biomedical campus.	Both routes provide direct connectivity between housing centres and employment hubs, which was considered as part of Assessment Factor 6 (short distance connectivity to support commuting travel into key employment hubs). However, whilst the proposed SATC would enable all EWR services to call at Cambridge South, which is located adjacent to the biomedical campus and

	within walking distance of the Astra Zeneca site, this would not be possible for the NATC unless significant additional works are carried out to the West Anglia Main Line south of Cambridge station.
Comments that a southern alignment would support existing employers and commuters (e.g. biomedical campus, hospitals).	Both routes provide direct connectivity between housing centres and employment hubs, which was considered as part of Assessment Factor 6 - Short distance connectivity to support commuting travel into key employment hubs). However, the Southern Approach to Cambridge (SATC) would call at Cambridge South, which is within walking distance (up to 15 minutes walk) of more jobs than Cambridge North (served by the NATC) largely due to Cambridge South's proximity to the Cambridge Biomedical Campus and hospitals in south Cambridge. It would also be possible for EWR trains using the SATC to be extended to Cambridge North station as well with only relatively minor additional upgrades to this station required to facilitate this. By comparison, trains using an NATC could not be extended to serve Cambridge South station directly without additional upgrade works to the West Anglia Main Line south of Cambridge station, causing significant additional cost and disruption.
Suggestion that the southern alignment could serve the 'Golden Triangle' of distribution parks (e.g. Daventry).	East West Rail is being designed to maintain the current capacity for freight trains on the existing railway, and EWR Co is considering the potential for future growth in demand for rail freight. Both the updated NATC and SATC would be able to support freight and access to the rail freight 'Golden Triangle', although the NATC would not enable all current freight services to continue to operate.
Comment that a southern alignment would not adversely impact the A14 and guided busway, compared with the northern alignment.	EWR Co agrees that the SATC would not need to cross the A14 or the guided busway and can avoid impacts on this existing infrastructure.
Opinion that infrastructure requirements would make the southern route more economically viable than the northern route.	Design and appraisal work undertaken to date indicate that both the SATC and updated NATC are economically viable. The NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report included a 3.4km viaduct due to concerns regarding flooding and to cross above existing roads. It is now expected that the length of the viaduct could be 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. Although the NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report was expected to be more expensive to build, the updated NATC is expected to have a lower construction cost than the SATC. This is due to the reduction in works in Cambridge and the reduction in viaducts and embankments. However, the SATC offers greater opportunities to unlock wider economic growth and improve connectivity across the region. EWR Co places significant weight on this economic opportunity, which supports the decision to continue to prefer the SATC.
Opinion that the southern route is more economically viable than the northern route.	Design and appraisal work undertaken to date indicate that both the SATC and the updated NATC are economically viable. Although the NATC design presented in Appendix F of the Non-Statutory Consultation Technical Report was expected to be more expensive to build, the updated NATC is expected to have a lower construction cost than the SATC. This is due to the reduction in works in Cambridge and the reduction in viaducts and embankments. However, the SATC offers greater opportunities to unlock wider economic growth and improve connectivity across the region. EWR Co places significant weight on this economic opportunity, which supports the decision to continue to prefer the SATC.
Operational and engineering factors make a southern approach more viable.	Design and appraisal work undertaken to date confirm that both the Southern Approach to Cambridge and the updated Northern Approach to Cambridge would be viable in engineering terms. However, the SATC offers greater opportunities to unlock wider economic growth and improve connectivity across the region. EWR Co places significant weight on this economic opportunity, which supports the decision to continue to prefer the SATC. The SATC would also provide more flexible options to extend EWR services in the future, whereas an NATC would make this significantly more complex in operational terms.

Opinion that it will be comparatively easier to traverse roads in the southern approach.	Appendix F of the Non-Statutory Consultation Technical Report stated that the two approaches would interact with more-or-less the same number of road crossings, although the NATC would require more new crossings of major roads such as the A14 dual carriageway near Bar Hill, which has eight lanes in this location. This is not required for the SATC, which is expected to be able to utilise the existing railway under the M11 motorway.
Opinion that the southern route would have less impact than the northern route on the MRAO during construction.	EWR Co took into account the potential for the new railway to affect the MRAO in the development of potential alignments. EWR Co is in ongoing discussions with MRAO to understand how the impact to the observatory can be reduced for the SATC and, if unavoidable, mitigated. More information on how EWR Co plans to mitigate potential impacts on the observatory will be provided at the statutory consultation.
Suggestion that Barrington New Town station would help fulfil EWR objectives housing objectives.	EWR Co has considered the amount and location of stations along the route. Including additional stations along this section of the route would create longer journey times and may mean that the Project would not meet its key objectives. However, the design of the SATC would not preclude the construction of an additional station, should it provide sufficient benefit.
Suggestion that the southern route would help to facilitate the A10 Harston and Foxton bypass and the reopening of Harston station.	Whilst road developments not directly related to the Project, such as a A10 Harston and Foxton bypass, are outside of EWR's scope, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required. EWR Co has considered the frequency and location of stations along the route. One of the key objectives of EWR is to enable sustainable housing and economic growth. The proposed EWR station locations have been chosen to support the delivery of new housing and help create new jobs throughout the region, as well as helping to ease some of the upwards pressure on the housing market. Consideration has been made regarding accessibility to suitable road infrastructure, potential demand and viability of development in choosing station locations. The re-opening of Harston station is not in the scope of the project as it would create longer journey times, although the SATC would not preclude additional stations being constructed in the future, should there be a robust case to do so.
Opinion that the southern route provides the shortest, most efficient, most carbon friendly and economically viable option.	The SATC is approximately 1km shorter than the updated NATC, and it is expected that this would make journey times shorter for services using the SATC. As the Project advances, EWR Co will continue to develop its approach to delivering on its Net Zero Carbon Railway ambition and provide further information around the scope of the target during the statutory consultation. Additionally, as the Project develops, detailed analysis of the Project and potential impacts will be undertaken. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. The PEIR 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 place, and those which will be used during construction and operation. This will be presented at the statutory consultation. 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. In terms of cost, the updated NATC design is estimated to be cheaper than the SATC and have lower potential embodied carbon. However, the SATC would be more likely to provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future. This means that the SATC would perform best overall and remains the preferred option.
Suggestion that the project carbon footprint needs to be considered from design stage and throughout the project lifecycle.	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. Any decision to grant development consent for 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.

	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. As the Project advances, EWR Co will continue to develop its approach to delivering on its Net Zero Carbon Railway ambition and provide further information around the scope of the target during a phase of the statutory consultation. Additionally, as the Project develops, detailed analysis of the Project and potential impacts will be undertaken. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. The PEIR 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 place, and those which will be used during construction and operation. This will be presented at the statutory consultation. 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.
Opinion that the southern route is better for freight.	EWR is being designed to maintain current capacity for freight trains on the existing railway, and EWR Co is considering the potential for future growth in demand for rail freight. When assessing network capability of the proposed approaches to Cambridge, the ability to satisfy existing and future freight demand was considered (Assessment Factor 10 – Freight demand). Based on the information currently available, the NATC could provide slightly greater overall capacity for new freight services than the SATC, although in both cases this would require significant upgrades to other parts of the rail network to be completed first. However, the NATC would not allow all current freight services in the Cambridge area to continue to operate. This supports the decision to continue to prefer the SATC because the NATC would represent a reduction in current capacity.
Suggestion that a rail link to the medical campus would help to remove more traffic from the road network.	One of EWR's key purposes is to deliver modal shift (both passengers and freight) from the existing road network to rail in addition to providing convenient connections to other transport modes and projects. By providing direct connectivity to Cambridge South station, the proposed SATC could assist in reducing the number of car journeys to the Biomedical Campus, which is located adjacent to the station. By comparison, it would not be possible for EWR trains using the NATC to serve this new station directly without significant additional works to upgrade the West Anglia Main Line south of Cambridge station, adding additional cost and disruption. This means that the SATC offers greater opportunity to remove traffic from the road network in the south Cambridge area. 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. EWR Co will also develop a PEIR to describe the likely environmental effects of the proposals, which will form elements to be considered at the statutory consultation. The PEIR will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts. This will be developed and refined for the Environmental Statement that is submitted as part of the DCO application.
Suggestion that the railway crosses the River Cam as far upstream as possible, which makes the southern route preferable to the northern route.	EWR Co is aware of the high-value nature of many areas of the water environment which the route will pass, including rivers and streams. The proposed SATC would cross the River Cam near Harston. EWR Co will identify surface water and groundwater features that have the potential to influence or be influenced by the proposed route. When assessing possible impacts from the project on the water environment, including watercourses, wetlands, aquifers and associated habitats, our assessment will consider effects both upstream catchments and downstream reaches that might be influenced by the route over the lifetime of the scheme, including the potential impacts of pollution generated during

	construction. The assessments will consider quantity (under a range of conditions) and quality, as well as aspects such as geomorphology and the wider value that the water environment provides in terms of habitats and biodiversity. Where EWR Co identifies potential impacts, we 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. All potential impacts on surface or groundwater features and any proposed mitigation will be developed in consultation with relevant regulators, key stakeholders and in accordance with relevant legislation and best-practice guidelines.
Opinion that the topography and flood plains associated with the northern alignment make the southern route preferable.	EWR Co agrees that the topography of the land north and northwest of Cambridge through which the NATC would be constructed presents challenges, especially because of the extent of the floodplain. The preferred SATC would avoid these areas.
Opinion that the southern route will have fewer adverse impacts on the environment, compared with the northern route.	Based on the design presented in Appendix F of the Non-Statutory Consultation Technical Report, EWR Co concluded that in terms of the environment, the northern approach would not be likely to perform materially better than the southern approach. However, the updated NATC design has lowered the alignment through the countryside and reduced works, associated demolitions, and potential impact on environmental features including priority habitat and open green space within Cambridge. For environmental impacts and opportunities (Assessment Factor 14 – Environmental impacts and opportunities), the updated NATC design is considered to be a minor improvement overall compared SATC. However, EWR Co does not consider that this minor improvement would outweigh the greater opportunities afforded by the SATC which would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future. This means that the SATC remains the preferred option.
Opinion that Route Option E avoids impact on ancient woodland.	EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, providing compensation where this is feasible. The preferred SATC would avoid impacts on all known areas of ancient woodland.
Suggestion to use a short tunnel into the Barrington Quarry to avoid adverse impacts on the landscape.	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 the setting and context of landscapes and historic views, and visual impacts. Whilst EWR Co continues to explore the use of cuttings and tunnels for the scheme during the design process, a tunnel into the Barrington Quarry would not be feasible. Barrington Quarry is not on the current proposed route and would require a significant detour. In addition, the quarry is currently an active reception site for HS2 tunnel arisings. Further details of the design will be provided at the statutory consultation.
Opinion that the southern alignment will have fewer adverse impacts on the landscape compared with the northern alignment.	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. Both the proposed NATC and SATC would have sections passing through predominantly agricultural and rural landscapes. The proposed SATC route would pass through predominantly rural landscapes to the west of Comberton and east of Toft. Several measures to reduce the potential landscape impacts of the SATC have been considered, but it would be likely that residual impacts on the rural character of this area cannot be avoided completely. 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 although, again, impacts on the rural character of this area could not be avoided completely.

	However, this would not cause EWR Co to re-open the decision to prefer the SATC, which would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future. The SATC continues to represent the best option overall in terms of meeting the objectives for the project and helping to transform economic opportunity across the whole region from Oxford to Milton Keynes, Bedford and Cambridge. EWR Co continues to carefully consider 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 use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using the sensitive placement of appropriate planting to either screen views from sensitive receptors or to soften the appearance and presence of engineering earthworks. EWR Co will seek to ensure that landscape mitigation measures are closely integrated with the ecological requirements of both the Project and the wider area to ensure that the environmental legacy of the works is positive and to support EWR Co's commitment to delivering 10% Biodiversity Net Gain along the EWR route. EWR Co will develop a PEIR to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the landscape and visual baseline, preliminary construction and operation assessment of impact on landscape character and views. A Zone of Theoretical Visibility will be produced to inform extent of views. This will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the development consent order application.
Opinion that because the southern alignment does not traverse an area of outstanding natural beauty, the beneficial impacts will outweigh adverse impacts.	Neither the NATC nor the SATC would pass through a designated area of outstanding natural beauty. Accordingly, this is not a differentiating factor and does not indicate that the decision to prefer the SATC should be re-opened.
Suggestion that the southern route makes provision for the development of wildlife-friendly areas and corridors throughout Cambridgeshire.	EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. As part of this, EWR Co intends to build on the commitment of Biodiversity Net Gain made in relation to the part of EWR between Bicester to Bletchley and will work with the stakeholders to do this. Biodiversity Net Gain requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach supports the Government's 25-year Environment Plan. EWR Co aims 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. EWR Co's aspiration is to create a broad, well-connected corridor of green infrastructure that integrates the Project into the surrounding landscape. This would be possible on both the NATC and SATC, so this is not in itself a differentiating factor. Further information on plans for achieving Biodiversity Net Gain will be provided during future phases of consultation.
Suggestion that existing infrastructure could be used for the southern route e.g. re-use of the bridge at Long Road and Trumpington.	EWR Co has considered whether re-using the route of the former Varsity Line between Bedford and Cambridge, either wholly or partially, would be viable. There are particular issues in the Trumpington area because of redevelopment which has already taken place (including new housing and a school), the impact on a local wildlife site and the disruption to the guided busway. EWR Co does not consider this to be a viable option. As far as the Long Road bridge in Cambridge is concerned, EWR Co currently anticipates that this will need to be replaced in order to accommodate the extra pair of tracks on the West Anglia Main Line between the Shepreth Branch junction and Cambridge station. It would not be possible to utilise the existing two-track bridge.

Suggestion that the proposals include a station at Bassingbourn, which would benefit commuting into Cambridge and London.	Bassingbourn is not on the route of the SATC, and would therefore require a significant change in the route or additional spurs from EWR. These would add additional cost and increase journey times for other passengers. Consequently, EWR Co does not propose to take this suggestion forward. We are working on local connectivity proposals, with a focus on door-to-door connectivity to and from stations, and will consider how we can provide access to EWR stations from Bassingbourn. Further details of our proposals will be provided at the statutory consultation.
Suggestion that approaching Cambridge from the south would allow for quicker journey times compared with approaching from the north.	The NATC would be longer than the SATC, and it is expected that this would make journey times to Cambridge from the west using the NATC longer as well. It would also not be possible for EWR trains using the NATC to serve the new Cambridge South station directly without additional upgrades being completed to the West Anglia Main Line south of Cambridge station at significant extra cost and leading to additional disruption during construction. This would require passengers to change trains, significantly increasing both journey times and inconvenience.
Opinion that the southern route would reduce pressure on roads from Milton Keynes, Bedford and St Neots.	One of EWR's key purposes is to deliver modal shift (both passengers and freight) from the existing road network. EWR Co expects that either the SATC or NATC could help to reduce traffic congestion in and around Milton Keynes, Bedford and St Neots by providing new public transport links and making the train an attractive alternative to the private car. However, the SATC is more likely to facilitate these benefits because it would allow all EWR trains to serve both the new Cambridge South station and the existing Cambridge station directly, as well as allowing services to be extended to Cambridge North with only relatively limited additional works to this station. This supports the decision to prefer the SATC which would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future. EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of the impact on 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.
Opinion that a South Cambridge station would alleviate traffic from the central Cambridge station area.	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. Whilst EWR Co's proposed SATC would provide direct connectivity to Cambridge South station, the development of the Cambridge South station itself is a Network Rail scheme and does not form part of the EWR Project. EWR Co will continue to engage with Network Rail as plans for EWR develop. However, the SATC would enable all EWR trains to serve the new station directly which is not the case for the NATC unless significant additional upgrade works (leading to additional cost and disruption) are carried out to the West Anglia Main Line south of Cambridge station. Accordingly, this matter supports the decision to continue to prefer the SATC.