Appendix 8: Table 3.6 – Approach to Cambridge – Other comments

Matter Raised	EWR Co Response
Concerns raised about the location of the station at north Cambourne.	EWR Co has considered a number of factors when assessing the different station location options, including potential housing delivery opportunities for each location, as well as a qualitative summary of potential housing deliverability challenges. This is discussed in the evaluation of assessment factor 2 of Project Section D in Appendix E of the NSC technical report. The evidence reviewed so far suggests that, on balance, development around the Cambourne North station would require fewer or less significant mitigation measures than around Cambourne South. EWR Co has also taken into account the accessibility of all potential station locations. Both proposed station options in Cambourne would be located close to existing communities. Cambourne North station is separated from Cambourne by the A428, which may slightly reduce connectivity to the existing settlement, compared to Cambourne South, particularly for active travel options such as walking and cycling. However, it is believed that this could be mitigated by a foot and cycle bridge over the A428. The strategic development of door-to door connectivity will also be considered for any preferred option to mitigate such matters. This was, therefore, not considered to be a differentiating factor.
Concerns raised that an uneconomic route from Cambourne to Cambridge is being considered.	EWR Co does not agree that the SATC route is uneconomic. This is because it is necessary to consider both the costs and benefits of the project when assessing its value for money. Whilst the SATC would cost more to construct in terms of upfront capital spending than the NATC (the design for which was updated following the close of the consultation), it would provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Suggestion that EWR investment would be better spent on improving the bus service and technology and Cambridge facilities, such as sports centres and clubs, meaning people have less reason to travel.	Enabling housing growth and contributing to transformational growth within the Oxford to Cambridge area is a key part of EWR's purpose. EWR will provide increased connectivity to households and businesses across the route. When businesses become closer in effective proximity (e.g. you can travel between businesses quicker than you previously could), then productivity gains can be made through closer links to suppliers, a more dynamic and specialised labour market, and knowledge spill-overs. 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. For households, residents will benefit from decreased journey times to areas along the EWR route, and workers will be better connected to additional job opportunities along the route, with areas of more affordable housing being brought within a reasonable travel time of key urban centres. The new railway is essential in order to unlock these opportunities, which improvements to the local bus network alone would not achieve.
Suggestion considering a western approach to Cambridge for the Varsity Railway has been overlooked despite major advantages: It is by far the cheapest rail connection needing only to extend the agreed track from to Cambourne North Station by 5 miles to Girton Interchange.	EWR Co has considered the reuse of all or part of the former Varsity Line as an alignment option in recent design optioneering. This process concluded that the Varsity Option from Bedford to Cambridge, either wholly or partially, is not considered a viable option. The former Varsity Line would not connect to Cambourne, and the EWR railway is required to directly connect to Cambridge station. A western approach to Cambridge was considered during Network Rail's 2019 consultation and not carried forward. It would have a significant impact on communities within West Cambridge and the guided busway route. With respect to the suggestion to terminate EWR services at Girton, this would require passengers for the city to change to another mode of transport. This increases inconvenience, extends journey times, makes connections to other rail services at Cambridge North, Cambridge and Cambridge South stations more difficult and undermines the transport user benefits of the project. It would also fundamentally undermine the ability of the new railway to unlock constraints on growth at the Cambridge Biomedical Campus.

	EWR Co rejects this proposed 'western approach,' and this matter would not cause us to re-open the decision to prefer the SATC.
Suggestion that economic implications of covid must be considered to ensure EWR provides value for taxpayers.	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 and, in so doing, unlock constraints on economic growth within the region. Work is still ongoing to understand how the Covid-19 pandemic may affect commuter, business and leisure 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 factor them into the iterative business case process.
A request to see conversations that have taken place with the Mullard Radio Astronomy Observatory (MRAO)	EWR Co took into account the potential for the new railway to affect the MRAO in the development of potential alignments. As our design develops, we will continue to work closely with the MRAO to mitigate potential impacts. More information on how we plan to mitigate potential impacts on the observatory will be provided at the statutory consultation.
Concerns raised regarding the continuation of the railway west of Cambridge and through to Fulbourn, Dullingham and beyond.	EWR Co is focusing on developing proposals to connect Oxford to Milton Keynes, Bedford and Cambridge. The current scope of the project does not include connectivity to destinations east of Cambridge such as those highlighted by the respondent. However, whilst expansion of the network is currently outside the EWR scope, EWR Co's proposals will not preclude the ability for services to be extended in future. Future expansion of services would be more challenging for the NATC to operate with higher performance risk. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC, which provides more flexible options to extend EWR services in the future.
Concerns raised regarding the loss of farmland, countryside around Cambourne North station and the impact on the surrounding landscape	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 on farmland. The new railway will inevitably have an impact on farmland, the countryside and the landscape regardless of which approach to Cambridge is chosen. Whilst the impacts of the NATC on landscape and agriculture were considered to be a minor improvement compared to the SATC, due to the lower sensitivity of the landscape and avoidance of direct impacts on farm buildings respectively, the NATC would have a longer length through best and most versatile land and potentially intersect a greater number of agricultural fields than the SATC. However, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Concerns raised about the increase in air pollution due to the number of freight trains using the line.	EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with relevant UK Government policy, such as the Clean Air Strategy, and in accordance with all applicable legal requirements. The project team will work with Local Authorities to understand the current situation in communities and how to consider potential dust pollution impacts from freight operations, including (where relevant) in designated Air Quality Management Areas. As the scheme develops, EWR Co will assess changes in pollutants, including nitrogen oxides (NOx) and fine particulates (known as $PM_{2.5}$ and PM_{10}), as part of the Environmental Impact Assessment (EIA), which will be set out in an Environmental Statement (ES) submitted alongside the Development Consent Order (DCO). In carrying out this assessment, EWR Co will have regard to best practice guidance such as the guidance set by the Institute of Air Quality Management and other recognised bodies. Freight itself can also help decrease overall emissions by removing freight from the road. The Rail Delivery Group estimates that one freight train can remove up to 76 Heavy Goods Vehicles (HGV) from the road, reducing congestion, delivering environmental benefits (as a tonne of rail freight emits 76% less CO2 than a tonne of road freight) and safety benefits. Further detail will be provided on the freight strategy, and the approach to avoiding or reducing potential air quality impacts from freight trains, which may run on EWR, during the statutory consultation. Whilst the actual number of freight services which run is a matter for the wider industry and freight operators, EWR co is designing the railway to maintain existing freight operating on its route and accommodate potential future growth in freight. Our work indicates that the volume of new freight flows over EWR will depend on additional investment taking place on the national network and as such, our current scope is likely to enable up to two new freight train paths per day per direction from Felixstowe, routed via Cambridge, through to Oxford

	and beyond. Significant investment in other enhancements, both on EWR and elsewhere on the network, would be required for freight to exceed these levels. We continue to work closely with the industry and stakeholders to inform our approach to freight.
Concerns raised that the proposed route would impact the countryside and communities in Bedfordshire.	This matter would not differentiate between the NATC and the SATC. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Concerns raised about the impacts of the northern route on both the MRAO site and the Wimpole SAC.	The NATC would avoid potential impacts on the integrity of the Eversden and Wimpole Woods SAC and it is not expected that the NATC would impact the MRAO site. However, 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 raised about the impact of embankments, road closures and diversions and freight trains on community life, specifically Charlton Hamlet Bedford.	This matter would not differentiate between the NATC and the SATC. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Concerns raised about the impact of the proposals on historical buildings in Bedford	This matter would not differentiate between the NATC and the SATC. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Concerns raised that the impact on the environment has not been carefully considered and further work is required to better understand this, especially in the context on global environmental challenges.	EWR Co considers the importance of environmental sustainability in the activities undertaken and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts where reasonably practicable. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. EWR Co aims not just to reduce the impact but to realise opportunities to enhance the environment in line with the Government's 25 Year Environment Plan and EWR Co's own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience of the infrastructure; and to contribute to the wellbeing of communities and customers. The potential environmental impact of the project has been carefully considered throughout the optioneering process to date. Now that a preferred route alignment between Bedford and Cambridge has been selected further more detailed work will be undertaken to identify elements that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities.
Concerns raised regarding environmental damage associated with the proposals, including suggestion that further work is required to minimising the loss of irreplaceable habitats.	EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. As part of this, the project has committed to delivering biodiversity net gain along the route. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of impact on designated sites, habitats and species. This will be presented at the statutory consultation, with a full environmental statement being submitted as part of the development consent order application. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate. 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), the updated NATC design is considered to perform better than the SATC as it avoids locating new infrastructure within the core sustenance zone of the barbastelle bat colony at Eversden and Wimpole Woods SAC, and is expected to have lower levels of embodied carbon. However, 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 relating to Chapel Hill and the associated high embankments and the impact on local communities.	Assessing the impact of the project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required. Since the close of the consultation, EWR Co has been reviewing the design of the alignment between Cambourne and Cambridge and looking for opportunities to reduce the height of embankments and viaducts in this area. 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. 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 forthcoming statutory consultation.
Concerns raised about the amount of concrete that will be required to construct the viaducts associated with the southern route, compared with the northern route.	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. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information regarding the 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 scheme, 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 also be set out. 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 embodied carbon and require far more imported materials and concrete to construct. However, the updated NATC design has reduced the scale of works required and potential embodied carbon emissions, but this would not cause EWR Co to re-open the decision to prefer the SATC, which would still provide higher potential benefits in terms of unlocking growth, better overall connectivity and more flexible options to extend EWR services in the future.
Concerns raised regarding the noise and vibration impacts associated with freight trains running at night, particularly in relation to properties located in close proximity to the railway	EWR Co recognises that noise and vibration impacts arising from the construction and operation of the railway – including freight operations - are an important issue for local communities. To reduce noise and vibrations as much as possible, comprehensive assessments will be carried out and will use industry-leading computer modelling. The models produced will incorporate information on local topography and geology to help identify potential noise and vibration impacts along the whole route. The modelling software is critical in the examination of appropriate mitigation along the route.

	The findings from this assessment work will be set out in more detail by EWR Co at the statutory consultation within the PEIR. 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. This baseline will take account of the existing day and night-time noise levels. 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 thestatutory consultation. Further detail will also be provided on the freight strategy and the approach to avoiding or reducing potential noise and vibration impacts from freight trains which may run on EWR during a phase of statutory consultation. In this regard, the NATC would be located in closer proximity to more residential properties than the SATC. This continues to support the decision to prefer the SATC.
Suggestion that further work is required to minimise the number of homes requiring demolition.	EWR Co is actively working to reduce the impact of the design, construction and operation of the railway, including the impact of the demolition of homes and businesses. For further information on impacts please refer to the Need to Sell information.
Suggestion that further work is required in relation to the Cambourne North station to minimise the impact from construction traffic.	Constructing a station at Cambourne North would enable construction traffic to predominantly use the A428 dual carriageway. EWR Co will consider traffic impacts and mitigations as part of traffic and transport assessments. EWR will undertake a Transport Assessment of impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. Outcomes of this will be reported in the Preliminary Environmental Information Report published at Statutory Consultation and the Environmental Statement submitted alongside the DCO Application. The assessment will consider all impacts of EWR including the impact of construction on the road network, changes to existing traffic patterns, the suitability of roads and impact to the environment and carbon impacts. However, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Suggestion that further work is required to preserve access to the countryside via all existing public rights of way, including Bourn to Cambridge, via Caldecote, Hardwick.	EWR Co recognises that the countryside, parks and green spaces, and access to them, is important to local communities and will work to reduce the impact of the scheme. 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 PRoW mentioned by respondents. EWR Co is seeking to maintain existing highway and PRoW connections wherever feasible. Where it is not feasible to retain existing highways, PRoW and private access roads in their current location, EWR Co will ensure that a suitable alternative is available that 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. However, 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 raised about the impact of Cambourne North station development on trees, woodlands and areas of biodiversity value.	EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including priority habitats such as woodland and ancient woodland as well as parks and greenspaces. EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland. Where this isn't possible, EWR Co will seek to reduce and mitigate impacts and, if necessary, provide compensation where this is feasible. As part of EWR Co's commitment to changing the environment for the better, the company is also thinking carefully about protected species and their habitats when designing the railway. As discussed in 9.6.21 of the NSC Technical Report, there are several environmental and local heritage areas that have been identified in the vicinity of Cambourne South that would require appropriate mitigation to protect them. These include areas of woodland, priority habitat, county wildlife sites, and Cambourne Local Nature Reserve. Impacts at Cambourne North are expected to be limited to fewer environmental and heritage assets. 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.

Suggestion that further work is required to minimise the impact of the proposals on the local environment	The design solution will continue to consider the longer-term environmental impacts of the scheme, and EWR Co will seek to include specific measures within the design to reduce the impact of the project on the surrounding environment during construction and operation. Assessing the impact of the scheme on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. EWR Co will identify elements of the programme activities that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment (EIA) in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. Part of the EIA process includes procedures for consultation with statutory consultation bodies and other stakeholders including the making of representations by them about the environmental effects of the development. EWR Co will engage with Statutory bodies and other stakeholders at the outset, to build positive relationships, promote best practice, engage on key issues to help inform the design and agree mitigation. EWR Co will also 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 be available at statutory consultation, with a full Environmental Statement being submitted as part of the DCO application. Construction-related environmental impacts will be managed with measures that will be set out in the Code of Construction Practice (CoCP) or an equivalent document. Compliance with this document will be secured through the requirements of the DCO itself. However, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Concerned the construction of the rail route will cause serious ongoing disruption to wildlife habitats.	EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. As part of this, the project has committed to delivering biodiversity net gain along the area of the scheme. The Environment and Heritage data presented in Appendix F of the Non-Statutory Consultation Technical Report showed that the SATC alignment interacted with a greater number of Priority Habitats than the NATC. It also concluded that a NATC is less likely to interact with bat populations associated with the Wimpole and Eversden Woods SAC. EWR Co is also mapping where the new railway may cross and border habitats used by other important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of the impact on designated sites, habitats and species. This will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application. 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.
Suggestion that further work is required to minimise the impact of the proposals on Lowland meadows, as there are very few remaining.	EWR Co is committed to protecting the natural environment by, firstly, finding approaches to delivery that avoid impacts on valued habitats (such as lowland meadows). Where impacts are unavoidable, then all efforts would be made to reduce or mitigate any negative impacts. As part of this, the project has committed to delivering biodiversity net gain, whereby habitats are left in a measurably better state than they were pre-development. This approach supports the Government's 25-year Environment Plan.

	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.
Suggestion that as part of the wildlife impact mitigation strategy, more trees are planted	EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage, the project is primarily focused on trying to avoid and reduce impact, by making decisions that help 'design out' the potential for environmental impacts. So, for example, as a result, all alignments have avoided direct impacts on key national features including known ancient woodland. The project has committed to delivering biodiversity net gain which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development, which includes woodland. More trees will be planted than those lost, although the priority is to avoid losing trees wherever possible. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and, if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate.
Suggestion that a shorter journey time from St Neots to Cambourne to Cambridge should be preferred.	Based on current timetable modelling, the journey time from St Neots/Tempsford and Cambourne to Cambridge Station would be one minute longer via the NATC than SATC. Journey times to the new Cambridge South station would be significantly faster with the SATC enabling all EWR trains to call here and serve the Biomedical Campus directly, which would not be possible utilising the NATC unless significant additional infrastructure works are carried out. EWR trains using an SATC could also be extended to serve Cambridge North station directly with only relatively minor upgrades to the station. Accordingly, this matter supports the decision to prefer the SATC.
Suggestion that proposals should allow trains to travel fast enough to compete with time taken to drive equivalent journeys. This is significantly shorter than the respective car journey.	EWR Co is designing the railway to have a journey time of less than 100 minutes from Oxford to Cambridge, which is quicker than by car. Shorter journeys would also be significantly faster using EWR services. For example, at rush hour it can take over an hour to travel from Cambourne to Cambridge. EWR would reduce this to less than 15 minutes and the journey time to the new Cambridge South station would be even shorter than this with the preferred SATC.
Concerned services could end up being quite slow / speed restricted with the bendy nature of the track. The original alignment was much more 'direct'.	EWR Co is designing the railway to have a journey time of less than 100 minutes from Oxford to Cambridge. The design for both options has been developed while taking account of the local context including topography, geology and environmental factors, and this new section of railway between Bedford and Cambridge will be capable of running trains up to a maximum of 100mph. Accordingly, this matter does not differentiate between the NATC and SATC and would not cause EWR Co to re-open the decision to prefer the SATC.
Concerned by the suggestion of a station with Cambourne (Knapwell) north 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's preferred Route Alignment 1 (incorporating a short localised variation to serve a station at Tempsford) includes a station at Cambourne North, approximately 2.5km from the village centre of Knapwell. EWR Co has considered a number of factors when assessing the different station location options, including potential housing delivery opportunities for each location, as well as a qualitative summary of potential housing deliverability challenges. Local environmental features and constraints have also been considered. These matters are discussed in the evaluation of assessment factor 2 for Project Section D in Appendix E of the NSC technical report. The evidence reviewed indicates that, on balance, development around the Cambourne North station would require fewer or less significant mitigation measures than around Cambourne South which supports the selection of the preferred route alignment (which includes an SATC).

Concerned about proposals for Cambourne North station due to this increasing the potential for future housing development within the local area.	EWR Co has considered a number of factors when assessing the different station location options, including potential housing delivery opportunities for each location, as well as a qualitative summary of potential housing deliverability challenges. This is discussed in the evaluation of assessment factor 2 for Project Section D in Appendix E of the NSC technical report. The evidence reviewed so far suggests that, on balance, development around the Cambourne North station would require fewer, or less significant, mitigation measures than around Cambourne South. The allocation of land for development is a matter for local planning authorities. Whilst the location of EWR stations might facilitate this, it is important to note that the railway is also intended to provide new connections for existing settlements, residents and businesses – not just future development. Any future projects and developments facilitated by EWR would be required to undertake their own impact assessments. In any event, it would be possible for EWR services calling at Cambourne North to use both an NATC and an SATC so this is not a differentiating factor.
Suggestion that EWR consider using the old railway line, as this would be considered to have less environmental impact and cause less disturbance than the cuttings associated with the current proposals	As part of the Affordable Connections Project (ACP) EWR Co reviewed the potential for the railway alignment to follow all or part of the route of the former Varsity Line. Significant portions of the former route have also been built over which means that it would not be possible to re-use much of its length without major property acquisition and demolition. Following this review, it was concluded that the preferred route remained the SATC. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Suggestion that the alignment out of Cambourne should not use the original trackbed from Bourn, Toft, Comberton, Lords Bridge, Haslingfield, Trumpington (tunnel to approach Addenbrookes) or between Hauxton Mill, M11 roundabout, Bridge M11, Cross fields tunnel approach.	EWR Co's preferred alignment does not re-use the original trackbed or follow the alignment of the disused Varsity Line in these locations.
Suggestion to enter Cambridge from the North through Madingley and Oakington then travel South towards Hardwick and Comberton. The route should then travel East towards Barton, aligned with the M11 towards Hauxton and join the existing line at Little Shelford.	It is assumed that the respondent is suggesting that EWR connects to the existing line both north and south of Cambridge. This would greatly increase the overall cost and environmental impact of the scheme. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.
Suggestion to consider the alignment that passes through Shepreth and Sandy.	As part of the Affordable Connections Project (ACP) EWR Co reviewed the potential for alignments following the route of the decommissioned Varsity Line, which passed through Sandy. Following this review, it was concluded that the preferred route remained Route Alignment 1 (incorporating a localised variation to serve a station at Tempsford). Passing through Sandy would be particularly difficult, disruptive and expensive because the route of the former railway has been built over. The ACP also reviewed the potential to follow the Varsity Line through Cambridgeshire directly to Cambridge. This would deliver significantly fewer benefits than the current preferred alignment, Route Alignment 1. Accordingly, the preferred route alignment will not pass through Shepreth or Sandy. This would also 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.
Suggestion that a cycle route along the route should be a key part of the design, especially from Cambourne to Cambridge	Creating a cycle route alongside the line is not part of the scope for the EWR scheme which EWR Co has been asked to deliver. However, EWR Co will ensure that public transport connectivity and the ability to use new and improved active travel modes are appropriately considered in the development of our station designs. Station designs will include provision for public transport interchange and active

	travel facilities and routes to maintain connectivity with neighbouring communities. Further information will be presented at statutory consultation.
Suggestion that further work is undertaken to protect the cycle path from Shelford to Addenbrookes, ensuring it is still possible to easily cycle between the Shelfords and Hauxton/Harston.	The SATC will be kept within the current Network Rail boundary where possible. It is currently thought that the new rail line can be built within the existing rail boundary. EWR Co will consult in more detail on proposals for individual highways, PRoW and private access roads at the statutory consultation.
Suggestion that further work is undertaken to understand how the proposals for Cam metro and other transport links relate to EWR proposals for Cambourne North station	The Cambridge Autonomous Metro scheme was cancelled in 2022, however, the Cambourne to Cambridge busway scheme is still being developed and plans to submit a Transport and Works Act Order application within the foreseeable future. EWR Co is liaising with stakeholders including the Cambourne to Cambridge (C2C) project team and transport providers across the area so that design interfaces between schemes can be appropriately managed and opportunities explored, including at Cambourne North station.
Request for additional information to be provided regarding proposals for EWR connectivity with Cambridge city station	EWR Co will present further information regarding plans for station connectivity at statutory consultation.
Request for more detailed mapping, including overlay on a satellite map, so people can more clearly see how the proposals relate to the surrounding area	Wherever possible, EWR Co will aim to use as much local imagery to reflect the character, landscape and visual identity of the communities EWR will serve. The 2021 consultation covered various sections of the project from Oxford to Cambridge and included maps and diagrams. The online interactive maps offered even more detail and allowed people to personalise the information presented to them. EWR Co does not consider that the ability to overlay the interactive map layers on a satellite image background would have provided any material additional assistance given the high level, indicative stage of design. More detailed maps will be provided as the planning and designs develop. Further supporting materials to help communities understand the proposals will also be provided at statutory consultation.
Concerns raised regarding lack of access to the data that under pins the decisions that have been made by EWR.	EWR Co is committed to making sure that communities have the right information they need, with a level of detail appropriate to each stage of the project's development. As a general approach, the proposals provided at the 2021 non-statutory consultation are part of the design process. This means that the proposals are at an early stage and require further input to develop, which includes environmental data, traffic and modelling data and public consultation feedback. This work is ongoing and more information about the proposals, and the information, data and methodologies behind that process, will be provided at statutory consultation. EWR Co recognises that individuals, communities, stakeholders, and those that are interested in the project sometimes ask similar questions or request more information than the project is able to provide at any given time. EWR is still at an early stage of the planning process and not all detailed engineering, design work or environmental information is yet complete. EWR Co did, however, aim to publish as much information in the 2021 consultation as possible to enable the public and stakeholders to scrutinise the scheme's design at that stage of maturity. EWR Co's approach was to share as much in an accessible format as possible, including through technical reports, factsheets, live webinars and interactive mapping on our website.
Concerns raised that a full safety assessment of the proposals hasn't been made available.	Safety is at the heart of everything that we do. EWR Co will comply with all relevant safety standards and build on industry best practice. All design options are continuously assessed to ensure safe construction and operation of our assets, whether infrastructure or systems. The Code of Construction Practice (CoCP) or an equivalent document will set out additional standards to maintain safety and security. Safety was assessed as Assessment Factor 13 and no major differentiators were identified between the SATC and NATC. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.

Concerned to know what discussions have been had with the Mullard Radio Astronomy Observatory (MRAO)	EWR Co has held discussions with MRAO to understand what impacts, if any, the Project could have on the observatory and how any impacts could be mitigated. More information will be provided at the statutory consultation.
Suggestion that cycle path and greenway connections between the Eversdens, Comberton and Cambridge are improved.	The potential for EWR Co to improve cycle paths and greenway connections, including those highlighted by the respondent, will be considered as part of the more detailed design. However, EWR Co will ensure that public transport connectivity and the ability to use new and improved active travel modes are appropriately considered in the development of our station designs. Station designs will include provision for public transport interchange and active travel facilities and routes to maintain connectivity with neighbouring communities. Further information will be presented at statutory consultation.
Suggestion that proposals will result in less pollution as the roads will be less gridlocked	One of EWR's key purposes is to deliver modal shifts (both passengers and freight) from the existing road network. EWR Co expects that both the SATC or NATC could assist to reduce traffic congestion in and around Cambridge and therefore help to reduce CO2 emissions. Changes in emissions resulting from modal shift and changes in traffic during operation and construction will be considered for the preferred alignment and reported in the Environmental Statement, submitted alongside the DCO application. Accordingly, this matter would not cause EWR Co to re-open the decision to prefer the SATC.