

# Caldecote PC Working Party EWR Summary

## 1) **AGAINST** - North Cambourne Station - Alignments 1(Blue) & 9(Purple)

a) Environmental impacts flawed.

i) No real account has been made for the Angel Park development (Linden Homes)

- *140 house development to be completed in the summer 2023.*
- *First occupant summer 2021.*
- *Additional 9+ houses to be demolished.*

ii) No real account has been made for the Bourn Airfield Development

- *Now has outline planning permission.*
- *Another 3,500 houses will be impacted, including 2 schools and associated recreation grounds.*
- *The whole field containing the majority of the railway through the top of Highfields is part of this development and will contain recreation grounds, orchard, allotments and levelling ponds.*
- *Visual impact on the front of this new community will be horrendous with the current projected alignment severing its main entrance.*

iii) No real account has been made to the pollution, noise and visual impacts on the inhabitants of West Drive, Highfields Road, Highfields Court of a 12m high 80M+ wide embankment, or the possibility of severance further down towards Hardwick and Toft/Comberton. No-one needs reminding that this is a route to our village college.

- *Having a station at North Cambourne and then proceeding south has a disproportionate visual and noise impact on the entrance to Highfields Caldecote and the Bourn Airfield Development compared to the impact of any other entrance to any other community.*
- *Having to rise up an additional 12 meters on a hill that is already some 72M high has a disproportionate visual, noise and pollution impact on the surrounding area.*
- *The southern routes are built lower across the valley leading to a smaller overall noise profile and less visual impact.*
- *South Cambourne Station is lower at 60M (and could be lower). The railway height at the viaduct over the Caldecote/Kingston/Toft/Bourn junction is around 40M at the same Latitude as the Viaduct (82M+) across the A428.*
- *In general, the embankments are considerably lower on the south routes, with a considerable saving in real estate and hence visual impact.*
- *If route is electrified, the pylons will sit an additional 5M above the surroundings*

iv) No account has been made for the severance of the entrance of Highfields and its main access to the old A428.

b) Everything takes longer.

i) Its 3.6km (2.2Miles) longer than Alignment 6 (Light Blue)

ii) Takes about 1minute 40 seconds longer

c) The wood & habitat behind Angel Park would need to be destroyed.

d) Further south of Toft and Cambourne there is a considerable loss of mapped priority habitat areas (300% more).

## 2) MYTH Housing Development

- a) Even if a development is made to the north it will take people just as long to travel from West Cambourne to a North Station as it would be for people in a Northern development to travel to a Southern Station.
- b) There is as much development land to the south/west of Cambourne as to the north, without the problem of navigating both the new dualled A428 and the old A428.

Their technical document "Consultation-Technical-Report-Chapters-8-12-1.pdf" page 334 says that if a development corporation at Cambourne comes into existence then it should not be a distinguishing factor between the two locations.

The Government has already started the process of setting up development corporations as needed for the OxCam arc.

*9.6.31. Land at the Cambourne South site is in multiple ownerships, which would present challenges to delivering large scale development at speed. In contrast, land ownership around Cambourne North is generally consolidated, which would provide better opportunity to deliver the proposed development. However, in March 2020 the Government committed to developing the case for a development corporation at Cambourne to "accelerate new housing and infrastructure development"<sup>63</sup>. Should a development corporation come forward, land consolidation in the vicinity of each site would not impact on deliverability of the proposed development, therefore should not be a distinguishing factor between the two locations*

## 3) FOR - South Cambourne Station - Alignments 6(Light Blue) & 2(Red)

- a) Not surprisingly the consultation document has beefed up the advantages of the North Cambourne Station over the South Cambourne Station.
- b) Housing is one advantage quoted; this is six of one and half a dozen of the other. But their own documents state it shouldn't be a distinguishing factor.
- c) Much is made of the fewer properties demolished (4) if Alignments 1 or 9 are followed. But they haven't accounted for both the Angel Park demolitions (another 9+) and the considerable impact on the new Bourn Airfield Development community. Alignments (2&6) will have much less impact since fewer properties (9) will be demolished and there are fewer houses (roughly 34) within 200 M.
- d) Once mitigation has been considered only Crow End (Broadway) and Highfields are singled out as being overtly impacted. The number of homes impacted in Highfields (156+) is over four times larger than those at Crow End (34).
- e) The railway would follow the terrain down the hill from a Cambourne South Station, having less immediate visual impact. More noise will be absorbed because it follows the side of the hill, partly in a cutting and, in general, is lower during its descent from the Hill than alignments 1&9.
- f) On the downside this alignment will impact Caldecote Village to the South of Highfields. Whilst it will be within 500M of the railway, after mitigation its effect will be slight compared to the effect of Highfields in the North.

#### 4) Approach Cambridge from the North

- a) Routes North of Cambourne flawed unless Cambridge is approached from the North.
- b) Following the new A428 route from the Black Cat roundabout to Caxton roundabout only makes sense if a northern approach to Cambridge is proposed.
- c) There is a small case to approach Cambridge from the north if **freight** is going on this line since it may limit the impact on Cambridge itself.
- d) EWRail's remit is to get to Cambridge, so a train change would be needed to reach South Cambridge station
- e) It negates the advantage of quick access to the Biomedical Campus and Addenbrookes
- f) Whilst there is NO proposed alignment for a Northern approach to Cambridge, we are asked to comment on their assessment of a Northern Approach in Q1 of the feedback form.

#### 5) POSSIBLE MITIGATIONS for Alignments 1 & 9

- a) Due to the proposed height and its impact on 2 communities the only sensible mitigation would be to tunnel under the A428.
- b) Across the field it should be in a cutting below ground, just as is offered to the Broadway on alignments 2 & 6. This should extend to behind the woods at the back of Angel Park.
- c) Where it cuts Highfields Road and the track to Highfields Farm & its Public Right of Way there should be bridges constructed over the cutting at ground level.
- d) Pedestrian and cycling access should be offered by similar bridging across the field as per the paths detailed by the approved Bourn Airfield Development plan

#### 6) CONCLUSION - Alignment 6 (Light Blue)

- a) Its quicker and shorter - surely that is what trains are for
- b) It's cheaper, especially once the costs of mitigation and developer compensation are taken into account for going through Highfields on alignments 1&9
- c) Fewer houses demolished once the additional 9+ properties at Linden Homes are considered. This will mean 13+ homes will be demolished for alignments 1&9, compared with 9 for alignments 2&6
- d) Alignments 2&6 has No impact on delivery of the 3,500 home Bourn Airfield Development
- e) Alignments 2&6 avoid having to rise up an additional 12M on a hill that is already 72M high, thereby reducing the disproportionate noise, visual and pollution impact on the surrounding areas
- f) There is No advantage to follow the new A428 route since only a Southern Approach to Cambridge is offered.
- g) The alignments in order of preference are 6,2,8,1,9
- h) "North for North or South for South" i.e North Cambourne station if a Northern approach to Cambridge and a South Cambourne station if a Southern approach to Cambridge.
- i) If people had realised the terrain of option E, i.e a Cambourne Station, would be such a problem, not sure anyone would have voted for the option at the previous consultation.
- j) If a northern approach to Cambridge is to be reconsidered, then we feel all other options from Bedford should be revisited.

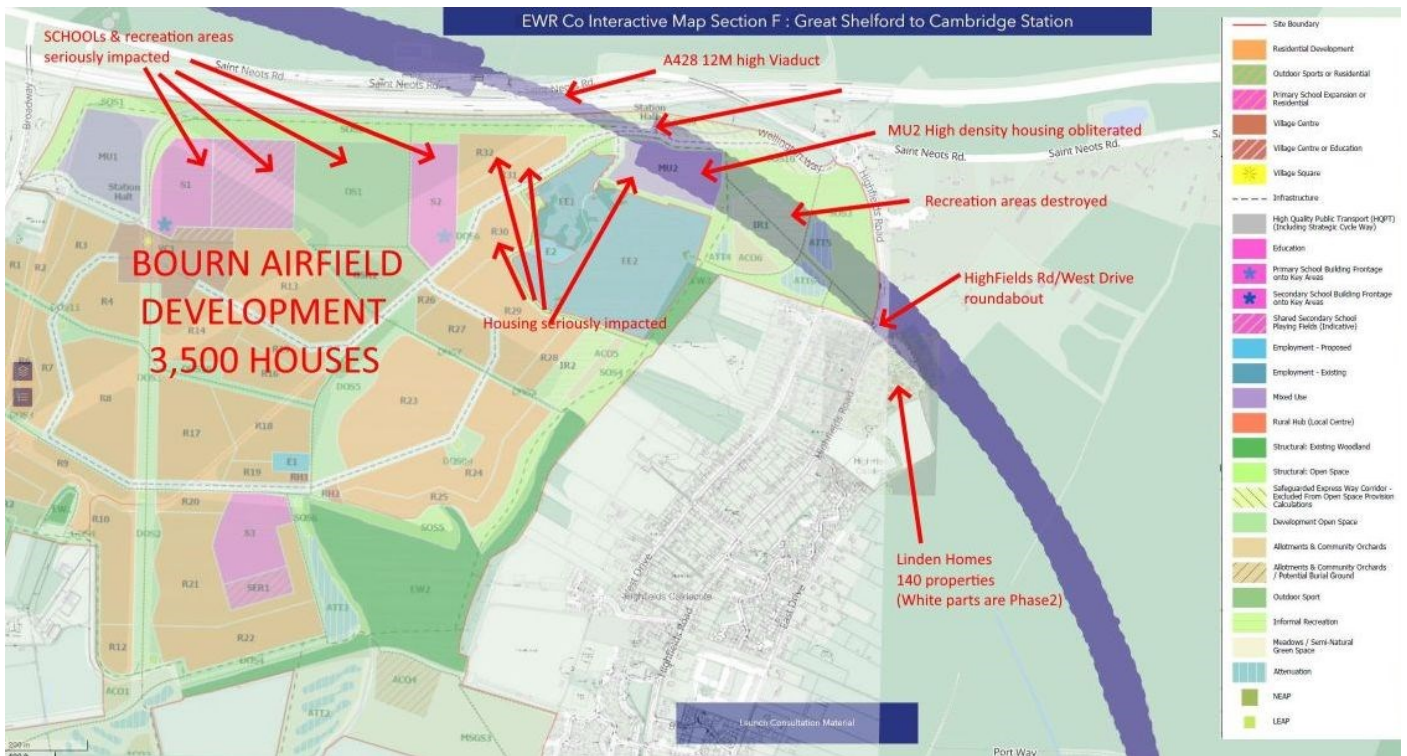


Figure 1 Route of Alignments 1&9 through Highfields



Figure 2 Route of Alignments 2,6 & 8 through the Broadway at Bourn