

The following questions are in the same order as they appear in the Consultation Document. The main headings show which section the questions relate to.

Introduction to the project so far

The approach to Cambridge

1. Please share your view on

Because EWR alignments closer to north Cambridge are now being considered, we have looked again at whether we were right to have favoured Route Option E and approaching Cambridge from the south as we confirmed after our last consultation. In particular, we have reviewed our previous assessment that concluded approaching from the south was the better option taking account of a Cambourne North Station outside of Route E to see if we would have made a different decision. We consider that the advantages of approaching Cambridge from the south continue to support this conclusion and that a number of challenges remain for a northern approach even with a Cambourne North station. **We'd welcome your comments on our assessment.**



Whilst you have explained in great depth why a Northern approach into Cambridge fails to better any of the alignments of a southern approach into Cambridge, we can see no evidence that you have revisited the route option E choice alluded in question one. From the lack of responses from the northern communities, who would not have been directly impacted by your choice until the North Cambourne station was selected as a preference, we would have thought that alarm bells should have rung.

The consequence of going up a hill, the highest in this part of Cambridge, has meant 12M high Viaducts and embankments across many communities. Crossing perpendicularly down the Cam valley through a large swathe of priority landscapes, through significant green belt and tunnelling through a hill does not seem sensible.

There have been significant changes in the wider context since this option E was selected, including the expansion north of Corridor E, the consequences of the governments proposed policy on growth areas and the government's new bus and rail policies and Covid-19. We feel that Option C should be revisited, since the flatter landscape, the real possibility of increased housing at Bassingbourn and the enabling of a more sensible approach into Cambridge from the South.

Section D: Clapham Green to The Eversdens

38. Please rank your preference for the proposed Clapham Green to The Eversdens alignment options.

Please use a scale of 1 to 5 to indicate your preferences where 1 indicates your preferred option and 5 the option you favour least.

Options	Alignment 8 – yellow: Tempsford Option B station to Cambourne South station	Alignment 1 – dark blue: St Neots South Option A station and a Cambourne North station	Alignment 2 – red: St Neots South Option A station and a Cambourne South station	Alignment 6 – light blue: St Neots South Option B station and a Cambridge South station	Alignment 9 – purple: Tempsford Option A station to Cambourne North station
Option preference ranking	2	X	3	1	X

39. Please tell us why you have ranked the proposed alignment options above and provide any other comments.



We strongly feel that we cannot recognise the current preferred alignments 1&9. EWRail has failed in their due diligence and duty of care to consider the two developments that are Countryside’s Bourn Airfield development and the Lindens Homes Angel Park development. Figure 1

- 1) EWRail have failed to realise that these alignments sever the top of Highfields Caldecote, separating most of the houses from the Village sign and the residents to the North. Coupled with the spectre of a 10m to 12m viaduct/embankment on top of a hill already higher than most of the surrounding area we feel that the landscape/ townscape of both Highfields and the entrance to the new development at Bourn Airfield are disproportionately impacted, contrary to 5.30.11. Landscape. EWR Co shall protect and enhance the quality of landscapes, townscapes and visual amenity.

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- 2) Highfields is one of only two areas, on any alignment from St Neots, that is deemed to be still impacted after mitigation. This significant increase in the number of homes now passed means that significantly more are seriously impacted compared to any alignments through a South Cambourne station. This is contrary to 5.30.12. Communities. EWR Co shall be a good neighbour to the communities in which we and our partners operate by effectively managing and controlling noise, vibration and pollutant emissions to air to avoid significant adverse impacts on health and quality of life.¹
- 3) Whilst the alignment may be moved so that no homes are demolished at Angel Park, currently 9+ additional homes, any alignment over, or under the A428 will have a significant impact on the number of homes built on Bourn Airfield. The field at the front is part of this development, offering open space and attenuation ponds for drainage. This is contrary to both 5.30.13. EWR Co shall seek to avoid or minimise residential land acquisition.¹ And 5.30.14. EWR Co shall seek to avoid or minimise the demolition of properties¹

Five main assessment factors have been used to assess the alignments.

You state all perform better than the "reference" Alignment 8.

We think that these five assessment factors are broadly similar for the alignments:

- 1) Transport user benefits - all within 2 Minutes of the reference.
- 2) Housing and economic growth - All routes facilitate development North or South/West of Cambourne
- 3) Cost and affordability - Cost difference not vastly different
- 4) Performance and safety - Similar
- 5) Environment - Biggest differences, seem to concentrate on numbers of homes demolished. Noise impact not calculated. Visual impact at Highfields totally underplayed.

The main differences between the alignments appears to be the perceived Housing Benefit of a North Cambourne station, and the Environmental impacts.

We believe the Housing benefit is a myth – Having a station to the South does not stop them building a development in the North. In fact, any station north or south of Cambourne will facilitate housing in the North or the South. 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. Having a station to the south may facilitate housing more to the north since developments there would not have to transverse a railway to get to the main A428 transport corridor and the new proposed C2C busway. There is as much development land to the south and west of Cambourne as to the north, without the problem of navigating both the new dualled A428 and the old A428.

¹ Consultation-Technical-Report-Appendices-A-D-F-v2.pdf p26 Programme-Wide Output Specification

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So that just leaves the Environmental differences between the alignments.

When the developments around Highfields are considered most of your environmental analysis of these alignments over 6,8 & 2 are significantly worse. Alignments from a Southern Cambourne station also ensure that a huge swathe of priority habitat is preserved south of Toft.

CONCLUSION - Alignment 6 (Light Blue)

- a) Its quicker and shorter - surely that is what trains are for
- b) It is 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 nine plus properties at Linden Homes are considered. This will mean thirteen plus homes will be demolished for alignments 1&9, compared with nine for alignments 2&6
- d) Alignments 6,8 & 2 has No impact on delivery of the 3,500 home Bourn Airfield Development. It is estimated that it would not be possible to build 150+ affordable homes for alignments from a North Cambourne station.
- e) Alignments 6,8 & 2 avoid having to rise 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) "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.
- h) If people had realised the terrain of option E, i.e., any Cambourne Station, would be such a problem, not sure anyone would have voted for the option at the previous consultation.
- i) There have been significant changes in the wider context since this option E was selected, including the expansion north of Corridor E, the consequences of the governments proposed policy on growth areas and the government's new bus and rail policies and Covid-19. We feel that Option C should be revisited, since the flatter landscape, the real possibility of increased housing at Bassingbourn and the enabling of a more sensible approach into Cambridge from the South.

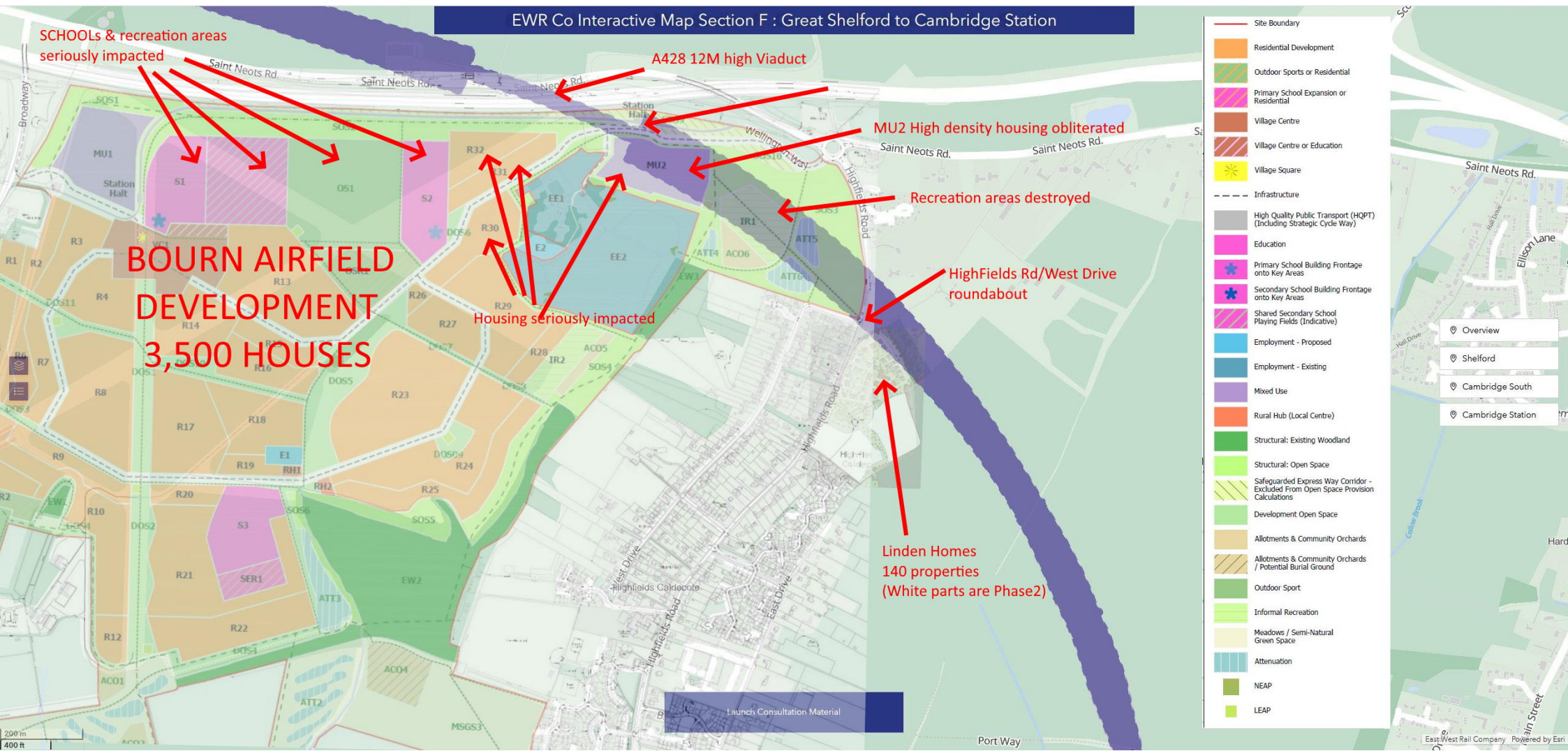


Figure 1 Highfields with Bourn Airfield and Linden Homes Developments

