



Cambridge City Council

Planning and Transport Scrutiny Committee

Date: Tuesday, 14 January 2025

Time: 5.30 pm

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ [access the building via Peashill entrance]

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

- 1 Apologies for Absence
- 2 Declarations of Interest
- 3 Minutes (Pages 5 - 26)
- 4 Public Questions

Decisions for the Executive Councillor for Planning, Building Control and Infrastructure

- 5 Authority Monitoring Report 2023-24 (Pages 27 - 34)

Appendix A: Cambridge City Council and South Cambridgeshire District Council - Greater Cambridge Authority Monitoring Report (AMR) 2023-2024 (including Appendices) can be viewed at the following link:

[Agenda for Planning and Transport Scrutiny Committee on Tuesday, 14th January, 2025, 5.30 pm - Cambridge Council](#)

- 6 Draft Response to East West Rail Non-Statutory Consultation (Pages 35 - 86)
- 7 Greater Cambridge Local Development Scheme (local plan timetable) (Pages 87 - 102)
- 8 To Note Record of Urgent Decision Taken by the Executive Councillor for Planning, Building Control and Infrastructure
- 8a Huntingdonshire Local Plan (Regulation 18) Further Issues and Options consultation response (Pages 103 - 108)
- 9 Officer Delegated Decision

9a Delegated Officer Decision: South Newnham
Neighbourhood Plan – Receipt of Examiners Report
and Decision to Proceed to Referendum

(Pages 109 -
112)

Planning and Transport Scrutiny Committee Members: Nestor (Chair), Baigent (Vice-Chair), Bick, Clough, Divkovic, Griffin, Porrer and Swift

Alternates: Bennett, Lee, Lokhmotova, Pounds, Sheil and Todd-Jones

Executive Councillors: Thornburrow (Executive Councillor for Planning, Building Control and Infrastructure)

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Further information on public speaking will be supplied once registration and the written question / statement has been received.

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PLANNING AND TRANSPORT SCRUTINY COMMITTEE 4 November 2024
5.30 - 8.00 pm

Present: Councillors Nestor (Chair), Baigent (Vice-Chair), Bick, Clough, Divkovic, Griffin, Porrer and Swift

Executive Councillor: Thornburrow (Executive Councillor for Planning, Building Control and Infrastructure)

Also present: Councillor A Smith

Officers:

Assistant Chief Executive, Chief Executive's Office: Andrew Limb

Deputy Director, Greater Cambridge Shared Planning and 3C Building Control: Heather Jones

Planning Policy Manager: Jonathan Dixon

Strategic Planning Manager: Caroline Hunt

Delivery Manager: Toby Williams

Environmental Health Manager: Yvonne O'Donnell

Principal Planning Policy Officer: Nancy Kimberley

Planning Policy and Strategy Team Leader: Stuart Morris

Planning Policy and Strategy Team Leader: Terry De Sousa

Principal Planning Policy Officer: Lizzie Wood

Health Prevention Programme Officer: Suzanne Goff

Committee Manager: Claire Tunnicliffe

Meeting Producer: Boris Herzog

Others Present:

Cambridgeshire & Peterborough Combined Authority, Executive Director of Place and Connectivity: Judith Barker

FOR THE INFORMATION OF THE COUNCIL**24/17PnT Apologies for Absence**

No apologies were received.

24/18PnT Declarations of Interest

Name	Item	Interest
Councillor Baigent	All	Personal: Member of Cambridge Cycle Campaign

Councillor Clough		Personal: Member of South Newnham Neighbourhood Forum. Was neither pre-disposed or pre-determined but withdrew from voting.
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24/19PnT Minutes

Committee Manager’s Note: The Cambridge Development Group referenced is now known as the Cambridge Growth Company.

Councillor Baigent informed the Committee at the March meeting he believed it had been agreed there would be an agenda item at every future meeting to bring an update on the Cambridge Delivery Group (CDG) and the Cambridge 2040 programme which had not been referenced in the minutes.

The Chair advised the Committee Manager would include Councillor Baigent’s comments in the November minutes, so they were recorded.

The Deputy Director of GCSP and 3c Building Control informed Members that the Leader of the Council, Council Davey, was now the Lead Member, so any updates would go through the Strategy & Resources (S&R) Scrutiny Committee.

Councillor Baigent advised he was uncomfortable with the change in scrutiny process. The Leader should attend future Planning & Transport Scrutiny Committee meetings to advise Members for the opportunity of scrutiny and debate.

The Deputy Director of GCSP and 3c Building Control advised she would take back Councillor Baigent’s comments to the Joint Director of Planning and Economic Development to discuss with the Executive Councillor for Planning, Building Control and Infrastructure.

The Executive Councillor informed the Committee it was correct that any updates should be taken to the S&R Committee with the Joint Director of Planning and Economic Development to attend that meeting, as currently this was a high-level strategy item. When the CDG and Cambridge 2040 programme came down to planning policy or transport issues then there may be matters which the Committee should consider.

Councillor Baigent responded he would like the Leader of the Council and the Joint Director of Planning and Economic Development to provide an update on this item at the next meeting.

The Chair advised that the request had been noted and if appropriate and all relevant Officers and the Leader agreed then this should be placed on the next meeting agenda.

The minutes of the meeting held on 19th March were then approved as a correct record and signed by the Chair.

Committee Manager's Note: The Chief Executive confirmed on 11/11/24 with The Deputy Director of GCSP and 3c Building Control, the Leader would be reporting to the Strategy and Resources Committee on the Cambridge Delivery Group (CDG).

24/20PnT Public Questions

A member of the public asked a question as set out below.

- i. Very little seems to have been mentioned about lifelong learning in the SPD - noting that the Adult Education Budget falls within the Combined Authority's remit. Furthermore, Cambridge lacks a specialist lifelong learning centre that it used to have until the 1980s, and that other towns and cities still have.
- ii. Please could you ensure that not only the Combined Authority is consulted, but that existing providers of adult education (specialist centres in other towns and cities) are invited to comment and suggest how developers could contribute towards the much-improved provision of lifelong learning facilities. Furthermore, please could you ensure that the wealthy sci-tech sectors that regularly raise the issues of chronic skills shortages are asked how best their existing and future developments could contribute towards new facilities that could enable more people to switch careers into those industries with chronic shortages.

The Executive Councillor for Planning, Building Control and Infrastructure responded:

- i. Subject to consideration at this meeting the Council would be consulting on all of the agreed SPDs for a period of 8 weeks, to allow everyone with an interest to provide feedback.
- ii. Having raised the matter of lifelong learning we can consider how this relates to the SPD. The consultation will include consulting the Cambridgeshire & Peterborough Combined Authority (CPCA), and other education stakeholders would be able to comment as well.
- iii. The responsibility for adult education has become a devolved matter within the remit of the CPCA. Whilst it doesn't deliver direct services the CPCA supported adult education providers through Government funding through the devolution deal.
- iv. Supporting skills development and training was something the Council were interested in, as shown in the Council's Community Wealth Building Strategy. The draft SPD included chapters looking at how we can support this through planning obligations and would be looking to do even more through the emerging Greater Cambridge Local Plan.

Supplementary Question:

- i. Would like to highlight the House of Commons Education Committee report, HC 278, 19 December 2020; a plan for an adult skills and lifelong learning revolution. The report recommends a new learning centre in every town.
- ii. Would like to formally submit a copy of the report HC 278 to the consultation.
- iii. At a CPCA meeting held earlier today had tabled a question regarding transport access to new learning centres. It seemed like so much had taken place since this question was first submitted as there were four similar meetings taking place in one week, the Planning and Transport Scrutiny Committee being one. It had been difficult to digest so much information.
- iv. The Minister for Housing had made comment about how much Cambridge was due to develop, this made the matter of adult learning even more pressing, that a suitable forum was required.

- v. Would like to submit a paper from the House of Commons library (dated 12 June 2024) on Unitary Local Government and a second paper titled All Things light Rail which should be considered in all the Supplementary Planning Documents consultations.

The Executive Councillor thanked the public speaker for their time and the paperwork submitted for Officer's information.

24/21PnT Cambridge City Council response to CPCA Bus Reform Consultation

Matter for Decision

The report referred to Cambridgeshire & Peterborough Combined Authority belief that the way local buses were run needed to change to improve the local bus system for communities that relied on it. The CPCA consultation document explained why the Combined Authority recommends bus franchising as the way to do this, based on its assessment of the Proposed Franchising Scheme.

Decision of Executive Councillor for Planning, Building Control and Infrastructure.

- i. Agreed Cambridge City Council's response to the Cambridgeshire & Peterborough Combined Authority consultation on bus franchising.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Assistant Chief Executive, who then introduced the CPCA's Executive Director of Place and Connectivity, Judith Barker.

Councillor A Smith was also present as the City Council's Transport Lead at the CPCA.

In response to Members' questions the Executive Director of Place and Connectivity, the Assistant Chief Executive and Councillor A Smith said the following:

- i. The business case covered a thirty-year period from 2023 to 2054 and highlighted funding made up for a medium level investment scenario, highlighting the following:
 - a) Under the franchising model the CPCA would receive the fare income (currently received by the bus operating companies) which would be a large part of the affordability.
 - b) Assumed that Government grants would continue at current levels and not increase.
 - c) Cambridgeshire County Council and Peterborough City Council as the Highways Authorities paid a transport levy to the CPCA to undertake the role of the Strategic Transport Authority, which would continue.
 - d) The forecast for the Mayoral precept would increase over the period.
- ii. The business case assumed the mayoral precept of £12 in the year 2023/24 rather than the £36 precept of 2024/25 due to the year the document was written.
- iii. Would highlight that some of the income discussed was less than certain, the Mayoral precept was set annually as part of the budget setting process, made in consideration of the spending requirements and the funding available.
- iv. As part of the process of setting the business case a range of various funding options had been considered. However, had only included the options that offered the greatest income potential in the business plan.
- v. If franchising were to go ahead, there would be a considerable amount of change to be made before the decision could be implemented. It had taken Greater Manchester Combined Authority (GMCA) three years from the Mayoral decision to the first phase of franchising to be applied.
- vi. The CPCA would continue to work on the Greater Cambridge Transport Strategy alongside the emerging Greater Cambridge Local Plan; one of the issues to be addressed would be congestion.
- vii. Several work streams had been identified before implementation such as the commercial and procurement strategy, customer service, ICT

- requirements, governance, staffing etc. All of which had to be resilient and the appropriate risk management in place.
- viii. It was important to ensure that the small and medium operators would be able to access the market.
 - ix. Believed that franchising offered greater control, with a possibility of cross subsidy from routes that had greater profit-making ability.
 - x. Needed to look at how the system worked as whole and the connectivity. With a better functional bus service, it could be assumed that more people would use public transport meaning fewer people would choose to use their cars.
 - xi. The CPCA Transport and Infrastructure Committee had met earlier today and discussed the Greater Cambridge Transport Strategy and the ongoing commitment to sustainable travel.
 - xii. The Council's response had been drafted in a way that positively supported the proposals but given the complexity of the proposals it did not hold the Council accountable as there was a degree of risk and uncertainty.
 - xiii. The CPCA was taking a slightly different approach to GMCA and to London Transport; London was governed by a different set of legislation but was following the 2017 Bus Services Act as GMCA had. However, the CPCA had a different business plan as GMCA had not only taken control of the bus routes but had purchased the buses and were contracting operators to deliver sections of their service splitting the area covered by the Combined Authority into three.
 - xiv. The CPCA had a bus depot strategy which had identified the funding in the business case to run the depot but would contract the buses and the operations together.
 - xv. The consultation would run to 20 November and would go through due process with the CPCA Board and then a Mayoral decision early 2025.
 - xvi. Could not pre-determine the decision which was why implementation would take time as outlined there would be a large amount of work to be completed.

The Committee **unanimously resolved** to endorse the recommendation.

The Executive Councillor approved the recommendation.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

24/22PnT Greater Cambridge Local Plan Timetable

Matter for Decision

The report provided an update regarding the Local Plan Timetable (previously called the Local Development Scheme (LDS)), which was a timetable for the production of new or revised development plan documents that set out the planning policy framework for Greater Cambridge. It was being prepared jointly between South Cambridgeshire District Council and Cambridge City Council as the Plans in preparation were both joint Plans for the authorities' combined area. The Councils were required to keep the Timetable up to date.

Decision of Executive Councillor for Planning, Building Control and Infrastructure

- i. Agreed the Local Plan Timetable Update at Appendix 1 (of the Officer's report) be added as a November 2024 Addendum to the Greater Cambridge Development Scheme 2022 (updating the current March 2024 Addendum) and published on the Greater Cambridge Planning website.
- ii. Agreed an updated formal Greater Cambridge Local Plan Timetable be brought to Members in spring 2025 once there is clarity on the transitional date for plans under the current plan-making system to be submitted, and also on the outcome of the Cambridge Wastewater Treatment Plant Development Consent Order.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Planning Policy and Strategy Team Leader

In response to Members' questions the Planning Policy and Strategy Team Leader, Strategic Planning Manager and Deputy Director, Greater Cambridge Shared Planning and 3C Building Control said the following:

- i. Officers agreed there was a level of risk and uncertainty regarding the impact of the Cambridge Development Group (CDG)'s work on the Greater Cambridge Local Plan.
- ii. Engagement with the CDG had not yet been in depth, but the Government had announced a re-set of that relationship in the Summer. With the October 2024 budget announcement of funding towards a growth in Cambridge it was hoped there would be further clarity and engagement between Officers and Government Ministers.
- iii. In the engagement that was taking place with Government, all opportunities were being taken to highlight the work on the emerging Local Plan and issues raised, through regular meetings with Ministers, through the CPCA and the Water Scarcity Group. Officers have been advocating in all meetings that the Local Plan should be the first step for any longer term growth ambitions; the evidence already produced should form the basis for any future planning.
- iv. Officers suggested that the proposed approach of continuing work on the emerging Local Plan, whilst continuing to engage with the CDG, was a proactive and positive response to the current context, noting that Government's wider ambitions were for local authorities to progress local plans as quickly as possible.
- v. The proposed draft revised timetable aim was to submit the Greater Cambridge Local Plan by the end of December 2026, to meet the Government's proposed cut-off date for submitting Local Plans for Examination under the current system. The timetable deadlines involved were tight. It was important that dialogue between Officers and the Committee was kept open and that Members were kept updated.
- vi. Officers would engage with Government to ensure that work already done could be transferred to the new system if necessary, in case the December 2026 date could not be met.
- vii. Officers were mindful of uncertainties in any Plan. The aim was to produce a flexible Plan, but also recognising the need to remain evidence based to be found sound at examination.

The Executive Councillor stated that the Leader of the Council, Councillor Davey had met with Peter Freeman (Chair of the CDG), and it would be appropriate that certain questions were directed to Councillor Davey rather than Officers

The Committee **unanimously endorsed** the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor

24/23PnT Draft Greater Cambridge Planning Obligations Supplementary Planning Document

The report referred to the purpose of the draft Greater Cambridge Planning Obligations Supplementary Planning Document (SPD) which was to provide guidance on how the Council sought to apply planning obligations, through the Section 106 process, to new development proposals.

The SPD would supplement Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy of the Cambridge Local Plan 2018 and Policy TI/8: Infrastructure and New Developments of the South Cambridgeshire Local Plan 2018, alongside other policies within the adopted development plans that sought to secure infrastructure necessary to support the needs generated by proposed developments.

Decision of Executive Councillor for Planning, Building Control and Infrastructure

- i. Agreed the draft Greater Cambridge Planning Obligations Supplementary Planning Document (SPD) (attached at Appendix 1) and accompanying Equalities Impact Assessment (EqIA) (Appendix 2) subject to public consultation.
- ii. Agreed that the preparation of materials and the running of the consultation be delegated to the Joint Director of Planning and Economic Development.
- iii. Agreed that any subsequent material amendments prior to consultation be made by the Executive Councillor for Planning, Building Control and

Infrastructure, in consultation with the Chair and Opposition Spokes and that any subsequent minor amendments and editing changes that do not materially affect the content prior to consultation be delegated to the Joint Director of Planning in consultation with the Executive Councillor for Planning, Building Control and Infrastructure.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Delivery Manager.

In response to Members' questions the Planning Policy Manager, the Delivery Manager and Deputy Director of GCSP 3C Building Control said the following:

- i. The SPD had been in prepared in accordance with the latest Housing Strategy but would check that it was consistent with the guidance on shared ownership.
- ii. The introductory part of the S106 SPD dealt with viability robustly. There was a need to cross reference this within the SPD to ensure there was not an automatic assumption that the amount of affordable housing provided would reduce in percentage terms if viability could not be meet.
- iii. Officers were aware of problems with adopted roads, but the issue was not for this SPD but planning conditions which could deal with this area directly.
- iv. There was a standard condition which could be implemented when dealing with private highways that outlined roads should be built to an adopted standard and charges to be fair and reasonable. This condition could be promoted with Officers.
- v. Could look to strengthen the wording on Biodiversity Net Gain to outline the requirements and what were aspirational targets.
- vi. The Council's Statement of Community Involvement outlined how the Council engaged on planning matters including SPDs.

- vii. This document was one of the more technical SPD's, this was deliberate to try to speed up and clarify the process that was used for planning obligations.
- viii. Officers feed into community led social media platforms through the communications strategy, both at Cambridge City Council and South Cambridgeshire District Council, for consultation events.
- ix. A face-to-face event was also being planned but this would be for the Cambridge Biomedical Campus as it was believed there would be more interest in that SPD.
- x. When comments to the consultation had been received, Officers would collate the information and identify any changes. The consultation responses and the proposed changes would be shared with the Planning and Transport Scrutiny Committee at a later meeting.
- xi. Would seek to clarify the percentages of s106 sites above 15 homes to be allocated for social rent (paragraph 4.23, p107 & p108 of the agenda pack).
- xii. Safeguards in the Housing Strategy document and the SPD were in place, so affordable housing provision mirrored market housing provisions.

Decision of Executive Councillor for Planning, Building Control and Infrastructure

- iv. Agreed the draft Greater Cambridge Planning Obligations Supplementary Planning Document (SPD) (attached at Appendix 1) and accompanying Equalities Impact Assessment (EqIA) (Appendix 2) subject to public consultation.
- v. Agreed that the preparation of materials and the running of the consultation be delegated to the Joint Director of Planning and Economic Development.
- vi. Agreed that any subsequent material amendments prior to consultation be made by the Executive Councillor for Planning, Building Control and Infrastructure, in consultation with the Chair and Opposition Spokes and that any subsequent minor amendments and editing changes that do not materially affect the content prior to consultation be delegated to the Joint Director of Planning in consultation with the Executive Councillor for Planning, Building Control and Infrastructure.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Delivery Manager.

In response to Members' questions the Planning Policy Manager, the Delivery Manager and Deputy Director of GCSP 3C Building Control said the following:

- xiii. The SPD had been prepared in accordance with the latest Housing Strategy but would check that it was consistent with the guidance on shared ownership.
- xiv. The introductory part of the S106 SPD dealt with viability robustly. There was a need to cross reference this within the SPD to ensure there was not an automatic assumption that the amount of affordable housing provided would reduce in percentage terms if viability could not be met.
- xv. Officers were aware of problems with adopted roads, but the issue was not for this SPD but planning conditions which could deal with this area directly.
- xvi. There was a standard condition which could be implemented when dealing with private highways that outlined roads should be built to an adopted standard and charges to be fair and reasonable. This condition could be promoted with Officers.
- xvii. Could look to strengthen the wording on Biodiversity Net Gain to outline the requirements and what were aspirational targets.
- xviii. The Council's Statement of Community Involvement outlined how the Council engaged on planning matters including SPDs.
- xix. This document was one of the more technical SPD's, this was deliberate to try to speed up and clarify the process that was used for planning obligations.
- xx. Officers feed into community led social media platforms through the communications strategy, both at Cambridge City Council and South Cambridgeshire District Council, for consultation events.

- xxi. A face-to-face event was also being planned but this would be for the Cambridge Biomedical Campus as it was believed there would be more interest in that SPD.
- xxii. When comments to the consultation had been received, Officers would collate the information and identify any changes. The consultation responses and the proposed changes would be shared with the Planning and Transport Scrutiny Committee at a later meeting.
- xxiii. Would seek to clarify the percentages of s106 sites above 15 homes to be allocated for social rent (paragraph 4.23, p107 & p108 of the agenda pack).
- xxiv. Safeguards in the Housing Strategy document and the SPD were in place, so affordable housing provision mirrored market housing provisions.

The Committee **unanimously endorsed** the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor. The Committee **unanimously endorsed** the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

24/24PnT Health Impact Assessment Supplementary Planning Document

Matter for Decision

The report referred to the purpose of the draft Health Impact Assessment (HIA) SPD which was to provide supplementary guidance on policies in the South Cambridgeshire Local Plan and Cambridge Local Plan that were related to an assessment of health impacts of development.

Publication of the draft SPD for comment would ensure the needs and aspirations of the communities and stakeholders were understood and considered when finalising the document.

Decision of Executive Councillor for Planning, Building Control and Infrastructure

- i. Agreed the draft Health Impact Assessment Supplementary Planning Document (SPD) (attached at Appendix 1 of the Officer's report) and the accompanying Equalities Impact Assessment (EqIA) (Appendix 2 of the Officer's report) subject to public consultation.
- ii. Agreed that the preparation of materials and the running of the consultation be delegated to the Joint Director of Planning and Economic Development.
- iii. Agreed that any subsequent material amendments prior to consultation be made by the Executive Councillor for Planning, Building Control and Infrastructure, in consultation with the Chair and Opposition Spokes and that any subsequent minor amendments and editing changes that do not materially affect the content prior to consultation be delegated to the Joint Director of Planning in consultation with the Executive Councillor for Planning, Building Control and Infrastructure.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Principal Planning Policy Officer.

In response to Members' questions the Principal Planning Policy Officer, the Planning Policy Manager and Deputy Director of GCSP 3C Building Control said the following:

- i. The SPD sets out the requirements for a full HIA at one hundred plus dwellings which would cover the larger planning applications such as urban extensions.

- ii. If developers came in slightly under this dwelling threshold there is also a catch-all threshold which could be used if the development could have a significant impact on health.
- iii. Would consider how and if the following comments could be referenced in the SPD:
 - The report referenced healthy homes having semi-private external spaces but believed the current Local Plan stated access to private external spaces was a requirement.
 - A comment to developers on mitigation of single aspect homes.
 - Advice on future proofing for dwellings (retro fitting) for air source heat pump.
- iv. The flowchart (p307 of the agenda pack) outlined the general HIA process to the point of submitting a planning application. The difference in screening between South Cambridgeshire District Council (SCDC) and Cambridge City Council (CCC) was down to the adopted Local Plans. SCDC's Local Plan was very specific regarding the threshold and requirements (twenty to one hundred dwellings)
- v. Had recommended a higher threshold for CCC of one hundred dwellings or more as the current SCDC Local Plan could not be changed, felt that one hundred dwellings was appropriate based on Officer's experience and knowledge and the differences between the urban and rural areas.
- vi. There was also an opportunity to look at the threshold differently with developments with potentially significant health impacts; this allowed the threshold to be lowered if considered appropriate.
- vii. The best process would be taken forward in the emerging Greater Cambridge Local Plan.

The Committee **unanimously endorsed** the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

24/25PnT Cambridge Biomedical Campus Supplementary Planning Document Draft for Consultation

Matter for Decision

The report referred to the Greater Cambridge Biomedical Campus Supplementary Planning Document (SPD) drafted to provide planning guidance to inform development at the existing Cambridge Biomedical Campus (CBC).

The draft SPD did not create policy but set out principles that should be considered in early stages of the planning process to deliver high quality development across the Campus.

The guidance provided in the SPD supported existing policies set out in the Cambridge City Council Local Plan (2018) and South Cambridgeshire District Council Local Plan (2018) for the Campus and would form an integral part of the development management process, setting out material considerations for determining planning applications.

Decision of Executive Councillor for Planning, Building Control and Infrastructure

- i. Agreed the draft Greater Cambridge Biomedical Campus SPD (attached at Appendix 1 of the Officer's report) and accompanying Equalities Impact Assessment (EqIA) (Appendix 2 of the Officer's report) be subject to public consultation.
- ii. Agreed that the preparation of materials and the running of the consultation be delegated to the Joint Director of Planning and Economic Development.
- iii. Agreed that any subsequent material amendments prior to consultation be made by the Executive Councillor for Planning, Building Control and Infrastructure, in consultation with the Chair and Opposition Spokes and that any subsequent minor amendments and editing changes that do not materially affect the content prior to consultation be delegated to the Joint Director of Planning and Economic Development in consultation with the Executive Councillor for Planning, Building Control and Infrastructure.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Principal Planning Policy Officer.

In response to Members' questions the Principal Planning Policy Officer and Planning Policy and Strategy Team Leader said the following:

- i. Cambridge South Station had been planned in terms of a four-platform station.
- ii. Early engagement with local community groups had identified there were constraints and pinch points concerning movement and bus stop locations.
- iii. There would be compromises made due to the size and location of the site.
- iv. Work had been done on entrance and exit points to the station as part of the movement strategy.
- v. The station would be operational within the next six to twelve months. Officers would be evaluating how the station was being used, working with Network Rail, The Combined Authority and other external partners, looking at lessons learnt that could be built into emerging Local Plan Policy.
- vi. Noted the comment that Members thanked Officers for their work on this as there was no Master Plan for this site. There had been so many planning applications on a piecemeal basis, considered by the Joint Development Control Committee, that the document was extremely useful.
- vii. Officers were aware that water was a considerable issue and agreed there should be a reduction of water usage for non-clinical usages. Conditions were used for those non-clinical applications regarding water usage through the planning committee process.
- viii. The SPD would supplement the existing adopted Local Plan while work on the emerging Local Plan would maximise delivery of accessibility.

- ix. The SPD set out in principle the promotion of active travel, encouraging parking for a variety of cycles and other alternative travel alternatives to the car.
- x. Developers were asked to look at strategies to prioritise the cycling and walking infrastructure and show how they had considered alternative car parking strategies on the campus as part of their planning application.
- xi. Appreciated that car parking was a significant issue in the local area. Officers had and would continue to work with resident groups, businesses and the landowner group to determine what strategies were required to be put in place. More detailed worked on transport modelling would be undertaken.
- xii. Officers were also working closely with the County Council as the Highway's Authority and other external partners such as the Cambridgeshire and Peterborough Combined Authority.
- xiii. There were currently adopted car parking standards for the city through the adopted Local Plan, the SPD could not introduce new policy.
- xiv. There would be individuals when visiting the hospital who had no other choice but to drive, such as those with limited mobility issues or who were sick, and parking needed to be provided.
- xv. Had noted that some of the planning applications which had been considered by JDCC, had referenced temporary parking and included future use of car parking when no longer required.
- xvi. There were several schemes planned that could change the way that people went in and out of the campus including South Cambridge Station, Cambridge Southeast Transport Scheme (CSET) and the Sawston Greenway.

The Committee **unanimously endorsed** the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

24/26PnT Neighbourhood Plan Toolkit

The report referred to the Neighbourhood Planning Toolkit which had been updated to cover neighbourhood planning across Greater Cambridge.

The toolkit reflected national and local changes and requirements and provided up to date guidance that was effective in supporting neighbourhood forums and parish councils. It had been amended to be more user friendly, with the Toolkit now all being in one document with accompanying appendices.

Decision of Executive Councillor for Planning, Building Control and Infrastructure

- i. Agreed the updated version of the Neighbourhood Planning Toolkit (2024) (attached at Appendix 1 of the Officer's report) for use in supporting communities producing neighbourhood plans, and for publication on the Greater Cambridge Shared Planning website.
- ii. Agreed that any future minor amendments required to the Toolkit to keep it up to date, such as updates to links, legislation and other guidance, be delegated to the Joint Director of Planning and Economic Development, and agreed that any material amendments that are required to keep the Toolkit up to date be delegated to the Joint Director of Planning and Economic Development, in consultation with the Executive Councillor for Planning, Building Control and Infrastructure, the Chair and Opposition Spokespersons.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Principal Planning Policy Officer.

In response to Members' questions the Principal Planning Policy Officer said the following:

- i. Welcomed Members comments that the updated toolkit was a positive and sensible approach in the development of supporting those who wished to produce neighbourhood plans.

The Committee **endorsed the recommendations** by 6 votes to 0 with 1 abstention.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

24/27PnT To Note Record of Urgent Decision Taken by the Executive Councillor for Planning, Building Control and Infrastructure

Response to West Suffolk Local Plan (Regulation 19) Submission Draft consultation

The decision was noted.

Response to Government Consultation: Strengthening Planning Policy for Brownfield Development.

The decision was noted.

Response to Government Consultation: Changes to Various Permitted Development Rights

The decision was noted.

Greater Cambridge Housing Trajectory and Housing Land Supply Report

The decision was noted.

Greater Cambridge Brownfield Land Register 2023

The decision was noted.

The Local Highways Improvement (LHI) Panel.

The decision was noted.

South Newnham Neighbourhood Plan – Response to consultation on the submission plan

The decision was noted.

Response to Government Consultation: Proposed reforms to the National Planning Policy Framework and other changes to the planning system

The decision was noted.

RoD Response to Uttlesford Local Plan (Regulation 19) Submission Draft consultation

The decision was noted.

The meeting ended at 8.00 pm

CHAIR



REPORT TITLE: Authority Monitoring Report, 2023-2024

To:

Councillor Katie Thornburrow, Executive Councillor for Planning, Building Control and Infrastructure

Planning & Transportation Scrutiny Committee (14 January 2025)

Report by:

Stephen Kelly, Joint Director of Planning and Economic Development

Tel: 07711 918993, Email: Stephen.Kelly@greatercambridgeplanning.org

Wards affected:

All

Director Approval: Director Stephen Kelly confirms that the report author has sought the advice of all appropriate colleagues and given due regard to that advice; that the equalities impacts and other implications of the recommended decisions have been assessed and accurately presented in the report; and that they are content for the report to be put to the Executive Councillor for decision.

1.	Recommendations
1.1	<p>It is recommended that Executive Councillor for Planning, Building Control and Infrastructure:</p> <ol style="list-style-type: none"> 1. Agree the Cambridge City Council and South Cambridgeshire District Council - Authority Monitoring Report for Greater Cambridge 2023-2024 (included as Appendix A) for publication on the Councils' websites. 2. Delegate any further minor editing changes to the Cambridge City Council and South Cambridgeshire District Council - Authority Monitoring Report for Greater Cambridge 2023-2024 to the Joint Director of Planning and Economic Development, in consultation with the Executive Councillor for Planning, Building Control and Infrastructure.
2.	Purpose and reason for the report

2.1	All Local Authorities are obliged to publish an Authority Monitoring Report (AMR) each year (note: these were previously referred to as Annual Monitoring Reports). They describe progress against the Local Plan Timetable (previously known as the Local Development Scheme) and monitor the impact of planning policies included in development plan documents. Cambridge City Council and South Cambridgeshire District Council produce a joint AMR to monitor their development plans and policies collectively.
3.	Alternative options considered
3.1	To not publish the Authority Monitoring Report for Greater Cambridge 2023-2024. Reason for Rejection: Government and best practice requires that local planning authorities publish an Authority Monitoring Report on an annual basis.
4.	Background and key issues
4.1	<p>4.1.1 Local planning authorities are required to publish information monitoring progress of the implementation of their Local Plan Timetable and planning policies included in their development plan documents at least on an annual basis in an Authority Monitoring Report (AMR). The AMR is also required to give details of what action the Council has taken relating to the duty to co-operate, details of any neighbourhood development orders or neighbourhood development plans made, and once the Council has an adopted Community Infrastructure Levy (CIL) Charging Schedule, information relating to the collection and spending of CIL monies.</p> <p>4.1.2 The AMR for Greater Cambridge 2023-2024 covers the period from 1 April 2023 to 31 March 2024. The AMR includes indicators to measure the performance of the Councils' adopted planning policies as set out in the Cambridge Local Plan 2018, the South Cambridgeshire Local Plan 2018, and the four adopted Area Action Plans for Northstowe, Cambridge East, Cambridge Southern Fringe, and North West Cambridge. It also includes indicators to measure change in the area against the objectives set out in the Sustainability Appraisals that accompany each of the adopted plans and to look at</p>

the wider effects of its planning policies on the district. The AMR also includes details on the action the Councils have taken relating to the Duty to Co-operate and of any neighbourhood plans made.

4.1.3 Authority Monitoring Reports were formerly known as Annual Monitoring Reports. They were renamed by government.

4.1.4 The AMR for Greater Cambridge 2023-2024 accompanying this report has three chapters. Chapter 1 provides some background and context. Chapter 2 includes sections on the progress against the Local Plan Timetable, what actions the Councils have taken relating to the duty to co-operate and the current status of Neighbourhood Plans. Chapter 3 sets out a topic by topic analysis of the Greater Cambridge area including the impact of various policies.

4.1.5 Key findings from the AMR for Greater Cambridge 2023-2024 include:

- An addendum was added to the Local Plan Timetable in November 2024. The Addendum highlights the external factors affecting the plan-making timetables of both the emerging Greater Cambridge Local Plan and North East Cambridge Area Action Plan (NECAAP). It sets out a draft revised Local Plan timetable, and notes that a decision regarding the progression of the NECAAP timetable will be taken next year following the conclusion of the Cambridge Waste Water Treatment Plant (CWWTP) relocation Development Consent Order (DCO) process.
- No new Neighbourhood Plans were formally made in Cambridge in 2023-2024. There is only one Neighbourhood Plan progressing in Cambridge which is South Newnham.
- Combined annual housing completions, reflecting the joint housing trajectory of the two adopted (2018) Local Plans, in 2023-2024 for Greater Cambridge was 1,582 dwellings. Of these, 249 were delivered in Cambridge City. The average annual delivery rate required over the plan period 2011 to 2031 is 1,675 dwellings a year. The average annual delivery rate between 2011 and 2024 is 1,683.
- There were 523 affordable dwellings completed in Greater Cambridge in 2023-2024. This is 33% of all completions which is above the plan period average of 31%. However, only 20 of these affordable dwellings were in Cambridge. This low

figure was due to demolitions reducing the net increase, a number of Cambridge Investment Partnership schemes completing in the previous year and 'edge of Cambridge' strategic sites building new homes predominantly in South Cambridgeshire.

- In the 2023-2024 monitoring year there was a net gain of 12,569 sqm of employment floorspace in Cambridge and a net gain of 3,540 sqm in South Cambridgeshire. The largest completions were 11,286 square metres of R&D space on the Cambridge Biomedical Campus and a 6,866 square metres office development on the Sawston Trade Park.
- There remain considerable commitments for employment space. In Cambridge, there is 232,331 sqm of employment space either allocated or with permission at 31 March 2024, of which, 113,784 sqm has detailed planning permission.
- There was a small net increase in retail space in South Cambridgeshire (769 sqm) and an even smaller net increase in Cambridge (69 sqm).
- Planning policies in both Council areas continue to have a positive impact on climate change adaptation and mitigation measures. For example, levels of all measured pollutants were below their respective national air quality objectives levels in 2023-2024.
- Both Councils have policies that seek to protect and enhance priority species and habitat. These policies continued to be effective throughout the monitoring year. Two new County Wildlife Sites and one new City Wildlife Site were selected in 2023-2024.
- There have been no significant changes to the number of listed buildings or entries on the Historic England Buildings at Risk register in either Cambridge or South Cambridgeshire.
- Quality of life indicators continue to be generally favourable for the Greater Cambridge area. Life expectancy exceeds the national average for men and women in both Cambridge and South Cambridgeshire.

4.1.6 The report is supplemented by two appendices. Appendix 1 lists all of the indicators across the plans and provides data where it is available. A traffic light system is used for target based indicators to quickly illustrate whether the target is being met and where potential issues may be arising. The appendix identifies only one red flag. This

	<p>relates to policy 6 which seeks to increase retail floorspace by 14,141 square metres over the period 2011 to 2022 reflecting the adopted Cambridge Local Plan. However, dramatic changes in shopping trends mean that although there was a gross increase in retail floorspace in Cambridge, in net terms, there was a decrease of 7,707 square metres. There were also a small number of amber flags. The majority of these were concerned with the progress of allocations such as West Cambridge and Clifton Road where schemes are still being progressed. Appendix 2 provides the detailed data behind the quantifiable indicators.</p>
	<p>Corporate plan</p>
5.1	<p>The AMR reports on the impact of our planning policies across a number of corporate plan priorities.</p> <p>The AMR supports ‘Priority 1: Leading Cambridge’s response to the climate change and biodiversity emergencies’ by monitoring a range of indicators on carbon dioxide emissions, renewable energy, sustainable design and construction, flood risk, water quality and resources, and air quality.</p> <p>The AMR supports ‘Priority 2: Tackling poverty and inequality and helping people in the greatest need’ by monitoring a range of indicators on health, well-being and inclusive communities.</p> <p>The AMR supports ‘Priority 3: Building a new generation of council and affordable homes and reducing homelessness’ by monitoring a range of indicators on affordable housing.</p>
6.	<p>Consultation, engagement and communication</p>
6.1	<p>Council officers and external organisations have provided information and data for the indicators included in the AMR. The final report will be published on the Greater Cambridge Shared Planning Service website.</p>
7.	<p>Anticipated outcomes, benefits or impact</p>

7.1	<p>The publication of the AMR will meet a legal requirement.</p> <p>The AMR 2023-2024 demonstrates planning policies continue to have a positive impact on the sustainable development of Greater Cambridge and the quality of life of its residents.</p> <p>The findings will also feed into the development of the emerging Greater Cambridge Local Plan.</p>
8.	Implications
8.1	Relevant risks
	There are no potential risks in publishing this report. It is a monitoring report assessing the impact of planning policies in development plan documents and progress against the Local Plan Timetable.
	Financial Implications
8.2	There are no direct financial implications.
	Legal Implications
8.3	There are no legal implications (assuming the report is published).
	Equalities and socio-economic Implications
8.4	There are no direct equality and socio-economic implications. However, the AMR does provide some data on the impacts on equality and socio-economics of our adopted planning policies.
	Net Zero Carbon, Climate Change and Environmental implications

8.5	There are no direct environmental implications. However, the AMR does provide some data on the impacts on the environment of our adopted planning policies.
	Procurement Implications
8.6	There are no direct procurement implications.
	Community Safety Implications
8.7	There are no direct community safety implications.
9.	Background documents
9.1	<p>Background papers used in the preparation of this report:</p> <ul style="list-style-type: none"> The adopted Cambridge Local Plan 2018, the adopted South Cambridgeshire Local Plan 2018, and the four adopted Area Action Plans for Northstowe, Cambridge East, Cambridge Southern Fringe, and North West Cambridge, and their accompanying Sustainability Appraisals are published on the Greater Cambridge Shared Planning website: <p>Current plans and guidance</p>
10.	Appendices
10.1	Appendix A: Cambridge City Council and South Cambridgeshire District Council - Greater Cambridge Authority Monitoring Report (AMR) 2023-2024 (including Appendices)
	<p>To inspect the background papers or if you have a query on the report please contact</p> <p>Mark Deas, Senior Policy Planner, telephone 01954 713284, email: mark.deas@greatercambridgeplanning.org</p>

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EAST WEST RAIL - DEVELOPMENT CONSENT ORDER: NON-STATUTORY CONSULTATION UPDATE & DRAFT RESPONSE TO CONSULTATION

To:

Councillor Katie Thornburrow
Executive Councillor for Planning, Building Control and Infrastructure

Planning & Transport Scrutiny Committee (14 January 2025)

Report by:

Stephen Kelly
Joint Director of Planning and Economic Development
stephen.kelly@greatercambridgeplanning.org
01954 713 350

Wards affected:

Abbey
Cherry Hinton
Coleridge
East Chesterton
Petersfield
Queen Ediths
Romsey
Trumpington

Director approval:

Director Stephen Kelly confirms that the report author has sought the advice of all appropriate colleagues and given due regard to that advice; that the equalities impacts, and other implications of the recommended decisions have been assessed and accurately presented in the report; and that they are content for the report to be put to the Executive Councillor for decision.

1.	Recommendations
1.1	The Executive Councillor is recommended to: i. Note the commencement of the non-statutory consultation for the EWR project, which began on 14 November 2024 and will continue until 24 January 2025.

	<p>ii. Agree that the content of this report and the schedule of feedback/responses (Appendix B) will comprise the formal consultation response from the Council, and delegate authority to the Director of Planning and Economic Development to submit the report on behalf of Cambridge City Council subject to any changes made by the Executive Member and any minor amendments required in the interests of accuracy or clarity.</p>
2.	Purpose and reason for the report
2.1	This report provides an update to members on the East West Rail (EWR) Development Consent Order (DCO) as well as setting out details and proposing the Council response in respect of the non-statutory consultation currently being undertaken by East West Rail Co., which commenced on 14 November 2024 and is due to end on 24 January 2025.
2.2	Recommendations outline key areas requiring further engagement and scheme development and seek to ensure the efficient and timely representation of the Council's current position in respect of the DCO procedures.
3.	Alternative options considered
3.1	The Council could decline to submit a response to the consultation. This option was rejected on the basis that the Council will, in due course, be required to provide a Local Impact Report into the formal process. On that basis, it is considered important that the Council takes the opportunity to present local issues important to the city and its residents into the current consultation to enable and support close engagement with the EWR team to shape/inform the final scheme design ahead of the formal consultation and submission stages.
4.	Background and key issues
	Background and proposal
4.1	The EWR project proposes to construct a new rail link between Oxford and Cambridge, which includes the construction of a new railway between Bedford and Cambridge and associated works to upgrade the existing railway between Oxford and Bedford.
4.2	The EWR project is being promoted and brought into use in three connected stages. The current non-statutory consultation relates to Connection Stage 3. This is the final stage of the EWR project and would enable passenger services to operate between Oxford and Cambridge via Bletchley and Bedford. To complete this work, as well as other upgrades between Oxford and Bedford, EWR Co. will need to apply for a DCO, which would grant consent to build the new railway between Bedford and Cambridge.
4.3	The EWR project is designated as a Nationally Significant Infrastructure Project (NSIP)

	due to its scale and importance. This designation is defined under Part 3 of the Planning Act 2008. Specifically, the project meets the criteria for an NSIP because it involves constructing a new railway line that: is wholly within England; forms part of a network operated by an approved operator; has a continuous route of more than two kilometres; and is not on operational land of a railway undertaker before construction begins.
4.4	Responsibility for accepting and determining the NSIP application lies with the Secretary of State, not the local planning authorities. Local authorities, including those designated as statutory consultees or 'host' authorities, participate in the process as consultees.
4.5	There are several 'host' authorities involved in this NSIP project, including Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council, and Huntingdonshire District Council. The Cambridgeshire based host authorities intend to collaborate closely throughout the DCO process to ensure thorough scrutiny of the project.
	DCO timeline – pre-application stage
4.6	This application is currently in the 'pre-application stage' of the DCO process, which involves early engagement and consultation with stakeholders to address concerns, conduct necessary assessments, and prepare application documents for the acceptance stage. The content of the current non-statutory consultation includes preliminary design concepts and options, an Environmental Update Report, and a Transport Update Report among other consultation materials. A statutory consultation will be carried out by EWR Co. towards the end of 2025 where more detailed information will be provided, including preferred proposals and preliminary designs, Preliminary Environmental Information Report, and a Draft Transport Assessment.
4.7	<p>Previous engagement within the early pre-application stages is noted below:</p> <ul style="list-style-type: none"> • <u>First consultation phase – 2019</u> EWR Co. consulted on five proposed route options for the new railway between Bedford and Cambridge. Feedback from communities and stakeholders resulted in the confirmation of a preferred option - 'Route Option E'. This route option linked existing stations in Bedford and Cambridge with communities in Cambourne and the area north of Sandy, south of St. Neots, received the most support from respondents. <i>Cambridge City Council responded to EWR Co. in March 2019</i> EWR Consultation - Cambridge City Council response - DRAFT.pdf • <u>Second non-statutory consultation – 2021</u> Nine alignment options were consulted on for the proposed new railway between Bedford and Cambridge and on other aspects of the wider project between Oxford and Cambridge. The alignments presented were within the area identified for

	<p>Preferred Route Option E (the route announced by the Secretary of State in 2020), as well as possible route alignments partially outside that area, recognising the potential to serve a station north of Cambourne and/or to follow the route of National Highways' A428 Black Cat to Caxton Gibbet improvement scheme.</p> <p><i>Cambridge City Council responded to EWR Co. in June 2021</i> <u>FINALCambridgeEWRResponseLetter.pdf.pdf</u></p> <ul style="list-style-type: none"> • <i>Preferred route option – 2023</i> Preferred proposals for the project were announced in May 2023, which confirmed the preferred alignment for the new railway between Bedford and Cambridge. EWR Co. concluded that the best option would be to follow the route known as 'Alignment 1' for most of the route, but with an emerging preference for a local variation to provide a new station at Tempsford. EWR Co. also confirmed their preferences for other elements of the project and explained where further work was necessary before the preferred options could be confirmed. • <u>Third non-statutory consultation – 2024/25</u> The non-statutory consultation currently underway, commenced on 14 November 2024, and is running for a six-week period, closing on the 24 January 2025.
Current stage: non-statutory consultation	
4.8	<p><u>Consultation material</u> The applicant has published the consultation material on their webpage. The information provided includes the following:</p> <ul style="list-style-type: none"> • Consultation Document • Environmental Update Report • Technical Report • Transport Update Report • Guide to Consultation • Consultation Feedback Form • Consultation Boards • Fact sheet – Cost • Fact sheet – DCO Process • Fact sheet – Assessment Factors • Fact sheet – Embankments and Viaducts • Fact sheet – Freight • Fact sheet – Our Approach to Powering EWR Trains • Fact sheet – Our Approach to Land and Landowners • Fact sheet – Door to Door Connectivity (D2DC) • Fact sheet – EqlA • Fact sheet – Our Approach to Accessibility and Inclusion

	<ul style="list-style-type: none"> • Fact sheet – Our Approach to Construction Management • Fact sheet – Our Approach to Habitat Regulations Assessment • Fact sheet – Approach to the Environment • Fact sheet – Our Approach to Nature • Fact sheet – Our Approach to Noise and Vibration Management • Factsheet - Our Approach to Historic Environment • Guide to Serving a Blight Notice and Selling your Blighted Property • Need to Sell Property Scheme - Guide and Application Form • Fact sheet – The DCO Process and what it means for Landowners • Guidance for Local Planning Authorities and Developers on the Safeguarding Direction • Blight Notice Information Questionnaire • Fact Sheet – The Blight Notice Process • Fact Sheet – How you Sell your Property • Factsheet – How you can apply to the NTS Property Scheme • Factsheet – How we make an offer to buy <p>Officers have sought to review the available material. Comments have been collated to form the Council’s formal response - see Appendix B.</p>
4.9	<p><u>Proposals – Route Section 8: Cambridge</u></p> <p>At the 2023 route update announcement, East West Railway Company (EWR Co) set out its preference to serve Cambridge via a southern approach and integrate the new Cambridge South station, which is being developed by Network Rail, into the proposals. As stated within Technical Report (November 2024, Version 1, by EWR Co.) the Cambridge route section would be approximately 8km (5 miles) long. The section would extend from Addenbrooke’s Road bridge over the existing West Anglia Main Line (WAML), north of Great Shelford, to the A14 bridge north of Cambridge North station, and to Yarrow Road in Cherry Hinton to the East of Cambridge, on the Newmarket line. Since the route update announcement more design development has taken place to refine the design for this section of the route. The proposals include:</p> <ul style="list-style-type: none"> • Additional two tracks approaching Cambridge: Construction of two new tracks adjacent to the existing two-track WAML continuing from the previous route section, from Addenbrooke’s Road bridge joining the existing four tracks at the new Cambridge South station, aligning with the station proposals being built by Network Rail, before continuing into Cambridge station. Existing rail systems would need to be modified throughout this section of the route into Cambridge station. This would include signalling, track, power and telecommunications works. • Long Road bridge: Reconstruction of Long Road overbridge to accommodate the two new additional tracks required on the WAML. This would require reconstruction

of the existing bridge, and a diversion route would need to be in place for users of Long Road during the construction period.

- **Cambridge station:** Station enhancements at Cambridge station including a new platform, extension of two existing platforms, new footbridges, extension of an existing footbridge, station upgrades, new facilities for staff to the east of the station and railway systems modifications.
- **Cambridge North station and sidings:** Works at Cambridge North station to enable some trains to terminate at the station during construction works at Cambridge station, as well as re-providing siding facilities lost at Cambridge station.
- **East of Cambridge**
 - Laundry Lane level crossing: Safety improvements to the existing level crossing at Laundry Lane in Cambridge and an additional track on the Newmarket line.
 - Footbridges: Reconstruction of two footbridges at Coldham’s Common and The Tins footpath.
 - Turnback at Cherry Hinton: Construction of turnback infrastructure near Cherry Hinton east of Cambridge station to allow empty trains to turn back from Cambridge station.
- **Infrastructure:** Several new balancing ponds.

Other route-wide matters directly relating to Cambridge include:

- **Proposal for powering the trains:** EWR Co’s preference is discontinuous overhead electrification.
- **Rolling stock requirements:** Performance, train length, accessibility etc.
- **Approach to freight:** Proposals allow for capability of maintaining the current capacity for rail freight and make appropriate provision for anticipated future growth.
- **Train stabling sidings:** Potential location at Cambridge station and at the Cherry Hinton turnback.
- **Accessibility impacts:** Impacts on Public Rights of Way (PRoW), highways and other access roads

4.10	<p><u>Headline issues</u></p> <p>The Council is commenting on headline issues of concern at this stage – there is still a considerable amount of technical information that will be required to allow the Council to</p>
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	<p>produce the 'Local Impact Report' required by the Inspectorate from the Council in due course. However, the technical details provided within the consultation material so far, will limit the ability of officers across the Council to provide detailed and definitive feedback at this stage. Additionally, it is also noted that there has been only limited engagement, including information sharing, by the EWR Co. ahead of the commencement of the non-statutory consultation.</p>
4.11	<p>Officer reviews of the consultation material to date have nevertheless highlighted the following key issues/comments, in alphabetical order, that officers expect to address through further dialogue with the EWR Co:</p> <ul style="list-style-type: none"> • Air quality impacts: Clarification sought in relation to freight trains and/or potential for other diesel engines operating on both new and existing stretches of the line. • Artificial lighting: Any new/additional artificial lighting has the potential to have an adverse impact. The impacts of light pollution arising from additional lighting at new or altered platforms, sidings and road/crossings/junctions should be fully assessed. • Biodiversity impacts: Concerns raised regarding potential impacts to Coldman's Common County Wildlife Site due to the Cherry Hinton turnback location and Long Road County Wildlife Site due to the replacement bridge proposal at Long Road (see related sections below). <p>EWR Co. are encouraged to increase the minimum biodiversity net gain target to 20% to match many of all recent infrastructure projects within the city.</p> <ul style="list-style-type: none"> • Cambridge station: <p><i>Eastern entrance:</i> Whilst acknowledging a proposed eastern access is not currently in the scope of the proposals, the Council would support the further exploration of a new eastern entrance at Cambridge Station to improve access and accommodate increase in passenger movement.</p> <p><i>Station design:</i> More detail is required to show the proposals for the station and how it will accommodate additional passengers. This should include any planned extensions to buildings on both sides of the railway, existing and planned entrances and access routes, proposed footbridges and lighting, cycle storage. Temporary works during construction must be planned and designed so as not to cause damage to the existing hard and soft landscape in and around Station Square.</p> <p><i>Heritage:</i> The central station building is a listed building and located in a sensitive</p>

location – the proposed extension and added building should consider the impact upon the existing network and the immediate and wider contexts. The proposals will need to be assessed against the benefit of this additional entrance in releasing pressure from the main station and the existing network, and the potential adverse impact upon the character of the area. Any changes to the Grade II listed station building will require a full understanding of the station's architectural importance and history, with sympathetic designs being developed that reflect and respect this importance. The Council will need sight of this assessment and sympathetic designs at an early opportunity.

Wider connectivity: The Councils suggest that additional connectivity should be provided further to the south, in the vicinity of Clifton Road, to provide better connectivity to the business and leisure uses within this area, avoiding a circuitous route via Hills Road bridge. Two options for this stage of the route are proposed and there are issues with both.

- **Cambridge East station:** The proposal for a train turnback to the East of the City creates a potential opportunity for a new station in the vicinity of the Cambridge Airport proposed site allocation (Cambridge East) which could have a transformative impact on connectivity to and from this area of the city. However, any turn back at Cherry Hinton should also be future proofed so as not to preclude enhancement of the rail line east of Cambridge, which could further enable sustainable travel to and from the city. Continued engagement between EWR Co., landowners and the relevant councils is required, to ensure future development plans are considered.

- **Connectivity and accessibility:**

Active and sustainable travel: like walking, cycling, and using public transport can boost physical and mental health, reduce chronic disease risk, and lowers air pollution. Planning cycle and footpaths, and creating green corridors, should be prioritised for a healthier lifestyle and cleaner environment.

Train Capacity: Consideration to be given to the capacity to carry bicycles onboard the trains – many people undertake onward commuting journeys – Cambridge has very high proportion of cyclists, as does Oxford – it is therefore reasonable to expect people to bring their bikes with them. Further detail regarding cycle storage capacity provided at Cambridge station is required.

Accessibility: Disability is mentioned in the accessibility fact sheet, but it is not clear how or who is involved in the consultation and what accommodations are being made for those who do not have digital access or cannot get to the public consultations. It is not clear in the publicity whether the buildings being used for

meetings are accessible.

Young people and transport hubs: Station development should ensure interconnected travel and 'door-to-door' connectivity with regards to the needs of young commuters from outside Cambridge in particular. Cambridge has a high proportion of young people who commute to college and school from outside of the city boundary. Care should be taken to think of their needs for their daily commute and onwards travel/ travel connections, especially as young people are more likely to need to catch a bus or cycle to get to their destination during school hours.

- **Cherry Hinton turnback location:**

Biodiversity impacts: The proposed railway embankment is included within the Coldham's Common County Wildlife Site boundary and contains woodland and scrub. There is no indication of what working corridor will be required to facilitate the re-instatement of the second line and electrification of the line through the County Wildlife Site, nor if there will be a permanent loss of vegetation along the embankment, or what measures will be taken to regenerate habitats once works are complete.

Residential impacts: Concern raised regarding potential environmental health impacts to nearby residents (noise, air quality, operational disturbances [e.g., lighting etc]), given the proximity to existing residential properties.

- **Coldham's Lane Compound:** The Coldham's Lane proposed construction compound is on or near an active landfill site which we understand is licensed by the Environment Agency (EA) - there may be land stability and unintended groundwater contamination issues.
- **Construction impacts:** Concern raised regarding construction impacts of the scheme in relation to air quality, noise, and vibration as well as disruption to traffic and travel within the city.
- **Consultation material and outreach:** Further consideration needed in relation to the consultation outreach:
 - People with English as a second language are not listed as a group around accessibility – a higher proportion in Cambridge due to City's population churn and tourists.
 - Approach required setting out how consultation will engage with Gypsy, Roma and Traveller communities at Fen Road – some communities may

not be comfortable with the venues and locations suggested for public consultation.

- Women's specific safety and accessibility needs was overlooked in the fact sheets, missing a chance to improve their travel experience. Future consultations should actively engage women and focus on human-centric design - women are one of the largest groups of public transport users, who face well-known barriers such as station lighting, safe night-time use of public transport, and public toilet provision.

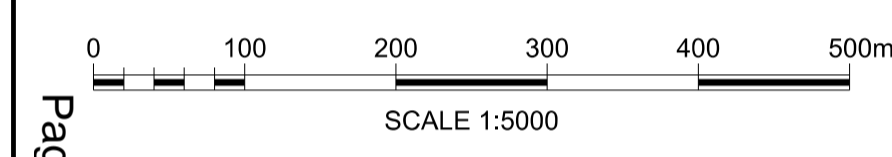
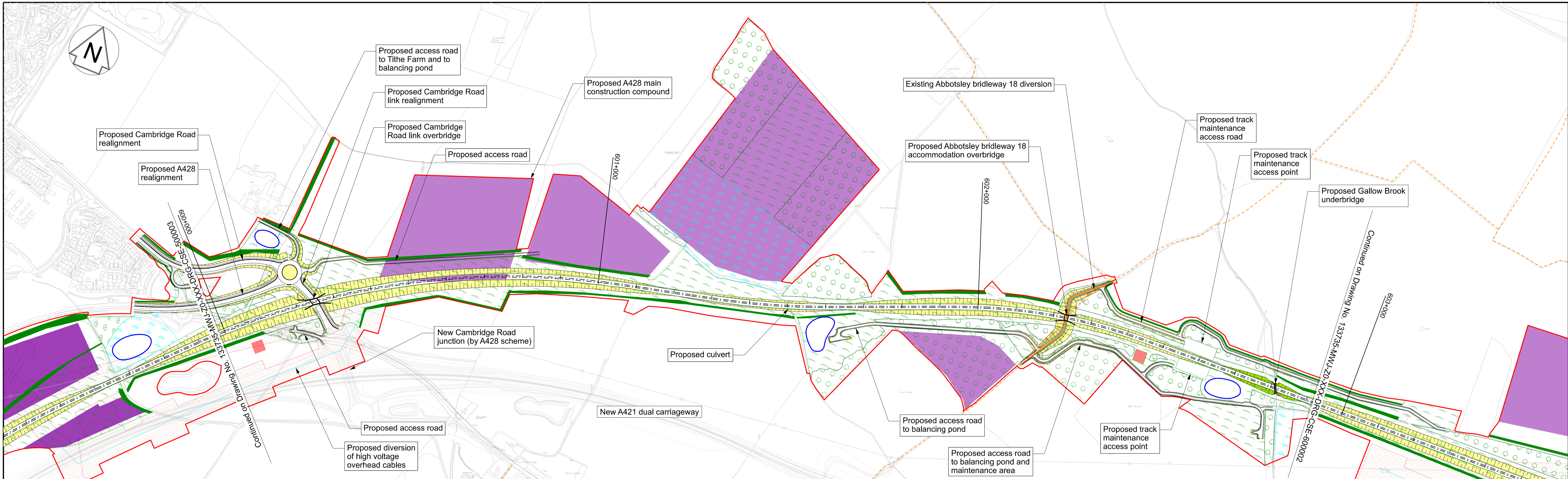
- **Environmental baseline:** Further information and data required to fully assess environmental and wider landscape impacts of the scheme.
- **Fen Road level crossing:** Clarification needed on whether the proposed replacement for two train sidings from Cambridge Station will be re-provided at Chesterton Sidings at Cambridge North Station, and whether this will increase the barrier downtime at Fen Road level crossing (note: the use of the level crossing is already a point of concern, having a negative impact on the communities living and working in the area, as Fen Road is the only means of access). Further consideration of a new northern access to Fen Road and the closure of Fen Road is needed.
- **Freight:** Concerns raised regarding the approach to freight, which has the potential to affect the health, well-being and quality of life of the population due to traffic, noise, vibration, air quality and emissions, light pollution, community severance, dust, odour, polluting water and/or hazardous waste.
- **Land take:** Concerns raised regarding potential land take within the city limits, both during construction and operational phases.
- **Noise and vibration:** Further assessment required on the potential noise and vibration impact of these new / additional sources of noise – both temporary (construction) and long term (operational), including hours of use.
- **North East Cambridge:** The EWR proposals north of the Fen Road level crossing are within close proximity to the major development area at North East Cambridge (NEC). The impacts of the EWR proposals on the proposed NEC development needs to be fully assessed and mitigated.
- **Replacement bridge at Long Road:** The proposed works will pass adjacent to the Triangle North of Long Road County Wildlife Site, designated for a rare vascular plant *Torilis arvensis*. Assessment of potential impact to the County Wildlife Site and its key features will need to be included within an analysis, and suitable mitigation provided.

	<ul style="list-style-type: none"> • Pedestrian bridges at Coldham’s Common and The Tins: Comprehensive development is planned through the emerging Joint Local Plan at Cambridge East; with initial phases at Marleigh and Springstead village already under construction. Marshalls’ relocation of the airport operations enables comprehensive redevelopment of the airport site. Opportunities to improve active travel connectivity in the area of Cambridge East is expected, noting that the rail line forms a significant barrier to travel between this area and the city centre (e.g., upgrading the pedestrian bridges at Coldham’s Common and The Tins to accommodate cycles). • Visual impacts and residential amenity: Concerns raised regarding the impact of level changes to the railway line and how this would impact the residential amenity of adjacent properties.
4.12	<p>As identified in previous consultation responses, significant further work is still needed to understand the localised impacts of the scheme, the options for mitigation, their effectiveness and implementation including the sequencing with wider strategic infrastructure and development. The Council has not been able to assess issues in any detail, given the high-level nature of the consultation material, and as such is unable to support any of the options unequivocally at this stage. Thorough and detailed evidence will be expected to demonstrate how issues have been explored and addressed, and why the chosen route is the appropriate one.</p>
4.13	<p>EWR and the development of the corridor more generally will bring significant change to existing communities. The Council will urge EWR Co. to engage effectively with local communities to thoroughly test the options, to understand and explore their detailed concerns, to fully consider the issues being raised and provide further information to ensure a transparent process, as it progresses the project. The Council will also refer EWR Co. to the GCSP Statement of Community Involvement (SCI) (adopted March 2024).</p>
4.14	<p>The Greater Cambridge Shared Planning Service led by the NSIP & Major Infrastructure Team is seeking to confirm a Planning Performance Agreement (PPA) with EWR Co. that will enable an intensification of engagement required not just with the district councils but associated with interests managed by other partners (notably highways and transport planning by the Cambridgeshire & Peterborough Combined Authority and Cambridgeshire County Council) in the months ahead of the proposed formal consultation next year. The service will keep members informed of the how this application progresses, and further updates will be given in due course.</p>
5.	<p>Corporate plan</p>

5.1	<p>The EWR proposal for a new rail connection between Oxford and Cambridge aligns with the following key priorities set out in the Corporate Plan 2022-27:</p> <ul style="list-style-type: none"> ● Leading Cambridge’s response to the climate and biodiversity emergencies and creating a net zero council by 2030: Enabling more people to travel to Cambridge by rail from the west, thereby reducing carbon emissions, congestion and pollution with the potential to enhance access within the city and for the identified potential new site allocation at Cambridge East. ● Tackling poverty and inequality and helping people in the greatest need: Tackling poverty and inequality by creating jobs and learning opportunities (during construction and operation), improving access to essential services, and stimulating local economies. It could also reduce travel costs and provide environmental benefits that improve public health. Enhanced connectivity can bridge gaps in accessibility and opportunity, which fosters a more equitable society. ● Building a new generation of council and affordable homes and reducing homelessness: Supporting the development of affordable and council homes by encouraging transit-oriented development, attracting investment, and utilising land for housing delivery. Improved connectivity between major strategic growth points (CBC, NEC, CB1 and Cambridge East) can also boost local economies, creating jobs and reducing homelessness through stable employment opportunities. An integrated approach to planning ensures existing and new communities are sustainable. ● Modernising the council to lead a greener city that is fair for all: Promoting a greener, fairer city by encouraging sustainable transport, supporting eco-friendly development around stations, enhancing accessibility for all residents, and involving communities in planning. This helps reduce carbon emissions, fosters social equity, and ensures the benefits of green initiatives are widely shared.
6.	Consultation, engagement and communication
6.1	Cambridge City Council is an interested party in this DCO process. EWR Co. as the applicant has a responsibility to undertake various consultations as part of the pre-application process.
7.	Anticipated outcomes, benefits or impact
7.1	Effective participation in the development phase of the East West Rail project provides an opportunity for the Council to maximise its ability to reflect local interests in the final

	scheme design of this Nationally Significant Infrastructure Project.
8.	Implications
	Relevant risks
8.1	If the Council does not provide formal comments within the prescribed timescales the views of the Council may not be considered at key stages of the pre-application process. The Council encourages EWR Co to establish programme of regular engagement to reach resolution or further discussion through the next stages of the DCO process.
	Financial implications
8.2	The consideration of and support to the Council in responding to this non-statutory consultation forms part of the existing funding and responsibilities of the Greater Cambridge Shared Planning Service (GCSP). In line with best practice and reflecting the complex technical nature of proposals such as this and the level of specialist engagement required, the GCSP is expected to enter into a PPA with East West Rail Company, to fund resources to support the Councils consideration and response to projects. In addition, the Council will secure expert legal advice to ensure effective representation during the subsequent DCO stages (e.g., the examination process). The cost of and need for such advice has been considered in the service's budget insofar as it is possible to do so at this stage. This report raises no additional implications at this stage for the cost of delivery of that response.
	Legal implications
8.3	Part 6 of the Planning Act 2008 sets out the legal requirements for deciding applications for orders granting development consent. As the DCO progresses there may be a requirement for legal representation at the Examination.
	Equalities and socio-economic implications
8.4	An Equality Impact Assessment (EQIA) has not been undertaken in respect of this report, as it does not relate to a decision for or against any infrastructure proposal – upon which the Council expects equalities and poverty implications to have been assessed by the promoter. Any DCO application itself will include a comprehensive assessment of the schemes impacts and officers will, in forming a response, have regard to the impact of the project on the Councils equalities objectives. The report is accordingly not considered to give rise to any equality or poverty impacts.
	Net Zero carbon, climate change and environmental implications
8.5	The Council's response to the EWR non-statutory consultation has considered impacts arising from the proposed development including carbon, climate change and environmental considerations such as biodiversity, heritage, noise and air quality impacts.

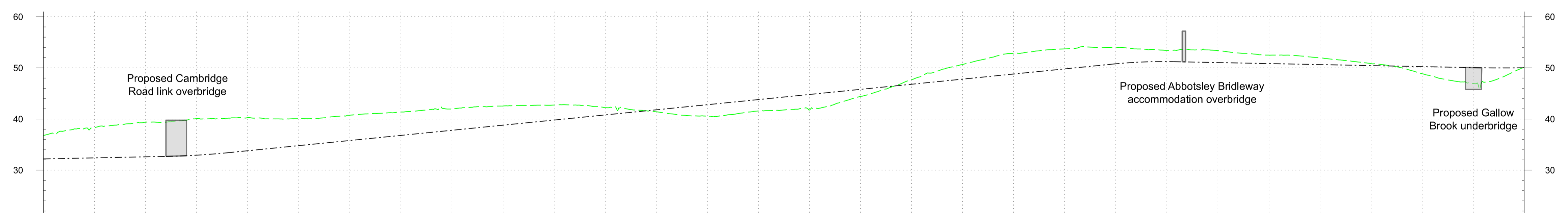
	Procurement implications
8.6	None.
	Community safety implications
8.7	None.
9.	Background documents Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985
9.1	EWR consultation material – as listed in section 4.8 of this report – available to view here: East West Rail Consultation 2024
9.2	Planning & Transport Scrutiny Committee <ul style="list-style-type: none"> • Tuesday 19 March 2020 – Item 16 Issue details - East West Rail Bedford to Cambridge routes consultation. - Cambridge Council Planning and Transport Scrutiny Committee - attendance, agenda, reports and minutes • Tuesday 29 June 2021 Issue details - ***ROD East West Rail Informal Consultation Stage - Consultation Response - Cambridge Council Planning and Transport Scrutiny Committee - attendance, agenda, reports and minutes
10.	Appendices
10.1	Appendix A: Route Section Plans <ul style="list-style-type: none"> • Route Section 6 - Croxton to Toft • Route Section 7 - Comberton to Shelford • Route Section 8 - Cambridge. Appendix B: Table of technical comments (CCC)
	To inspect the background papers or if you have a query on the report please contact: Rachel Lambert - Principal Planner, Strategic Sites (EWR DCO Lead) rachel.lambert@greatercambridgeplanning.org 01954 713153 or 07519 276 042



PLAN
SCALE 1:5000 @ A1

Page 49

- Profile Legend:
- - - EWR vertical alignment
 - - - Existing vertical alignment
 - - - Existing ground



CHAINAGE	600+000	600+100	600+200	600+300	600+400	600+500	600+600	600+700	600+800	600+900	601+000	601+100	601+200	601+300	601+400	601+500	601+600	601+700	601+800	601+900	602+000	602+100	602+200	602+300	602+400	602+500	602+600	602+700	602+800	602+900
EXISTING LEVEL	36.8	38.3	39.4	40.1	40.3	40.1	40.8	41.4	42.0	42.5	42.7	42.2	41.4	40.5	41.6	41.8	44.4	47.7	50.7	52.8	53.7	53.9	53.4	53.4	52.5	51.9	50.8	48.8	46.9	50.1
PROPOSED LEVEL	32.2	32.4	32.6	32.9	33.8	34.8	35.8	36.8	37.8	38.8	39.8	40.8	41.8	42.8	43.8	44.8	45.8	46.8	47.8	48.8	49.8	50.8	51.2	51.0	50.8	50.6	50.4	50.2	50.0	50.0
DIFFERENCE	-4.6	-5.9	-6.8	-7.2	-6.5	-5.3	-4.9	-4.6	-4.2	-3.7	-2.9	-1.4	0.4	2.3	2.2	3.1	1.4	-0.9	-2.9	-4.0	-3.9	-3.1	-2.2	-2.3	-1.6	-1.3	-0.4	1.4	3.1	-0.1

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

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Project
East West Rail
Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
Croton to Toft
Route Section 6
Sheet 1

Scale(s)
1:5000

Status
Information

Designated
MWJV

Signed
JS

Date
04/11/24

Checked
M.KYNOCH

Signed
MP

Date
04/11/24

Suitability Code
S2

Sheet
55 of 76

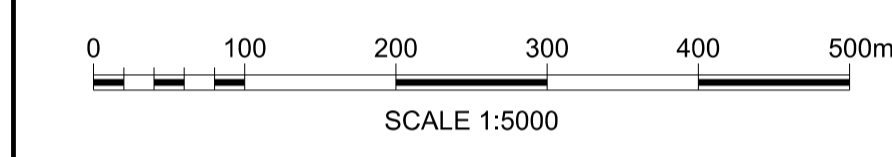
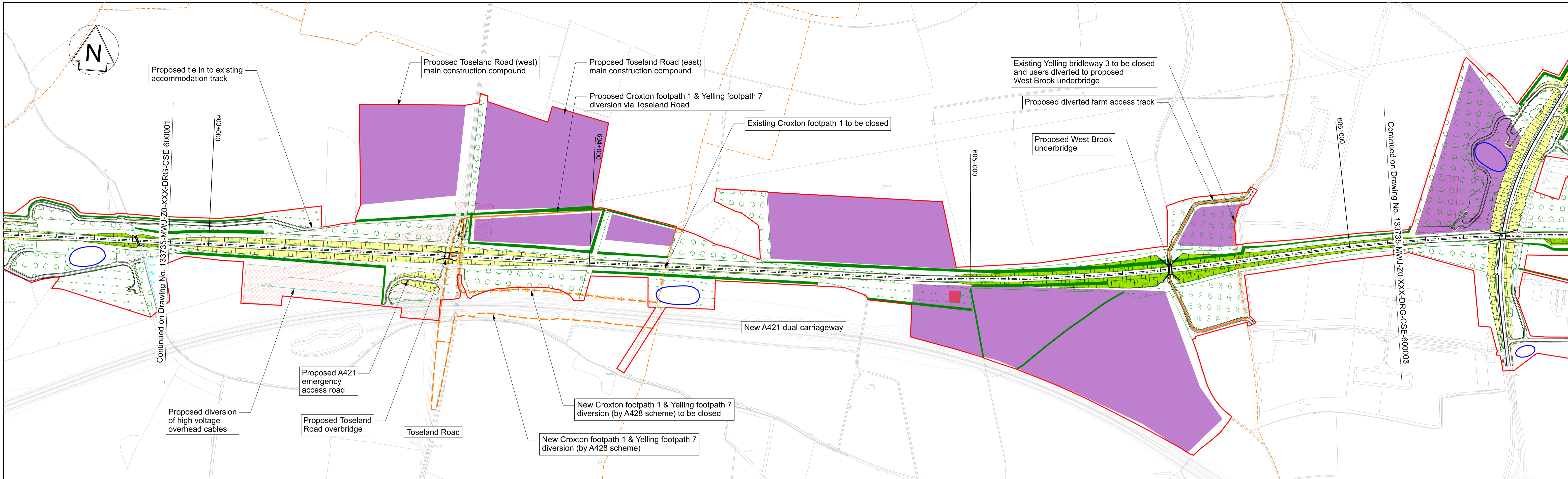
Revision
P02

Project
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WSP House, Chancery Lane, London, WC2A 1AF.

east west RAIL

MWJV

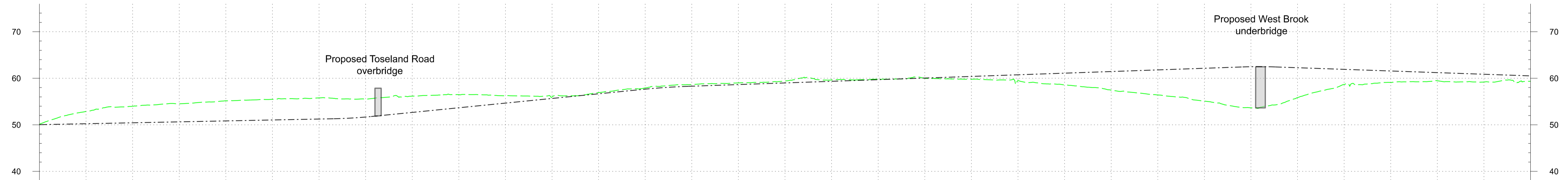
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PLAN
SCALE 1:5000 @ A1

Page 50

- Profile Legend:
- EWR vertical alignment
 - - - Existing vertical alignment
 - Existing ground



CHAINAGE	EXISTING LEVEL	PROPOSED LEVEL	DIFFERENCE
602+900	50.1	50.0	-0.1
603+000	52.9	50.2	-2.6
603+100	54.0	50.4	-3.6
603+200	54.5	50.6	-3.9
603+300	55.2	50.8	-4.3
603+400	55.5	51.0	-4.4
603+500	55.8	51.2	-4.6
603+600	55.5	51.7	-3.9
603+700	56.2	52.7	-3.5
603+800	56.5	53.7	-2.8
603+900	56.2	54.7	-1.6
604+000	56.0	55.7	-0.3
604+100	56.9	56.7	-0.3
604+200	57.9	57.7	-0.3
604+300	58.6	58.3	-0.4
604+400	59.0	58.6	-0.4
604+500	59.4	59.0	-0.4
604+600	59.6	59.3	-0.3
604+700	59.8	59.7	-0.1
604+800	60.0	60.0	0.0
604+900	59.8	60.4	0.6
605+000	59.5	60.7	1.2
605+100	58.6	61.1	2.5
605+200	57.5	61.4	4.0
605+300	56.4	61.8	5.4
605+400	55.1	62.1	7.0
605+500	53.6	62.5	8.8
605+600	55.8	62.3	6.4
605+700	58.7	61.9	3.3
605+800	59.1	61.6	2.5
605+900	59.5	61.2	1.8
606+000	59.2	60.9	1.7
606+100	59.3	60.5	1.2

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Project
East West Rail Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation Croxton to Toft Route Section 6 Sheet 2

east west RAIL

One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB

Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.

Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	04/11/24	M.KYNOCH	MK	04/11/24
Drawn	Status	Date	Approved	Signed	Date
J.SYMONDS	Information	04/11/24	M.PENFOLD	MP	04/11/24

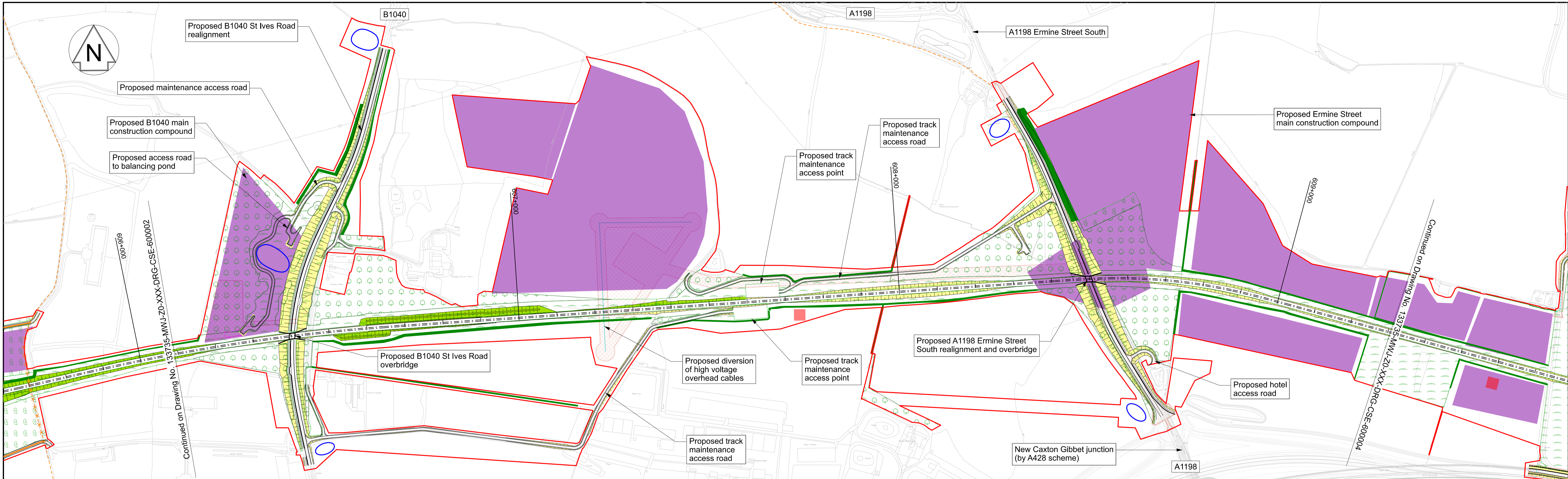
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Drawing Number 133735-MWJ-Z0-XXX-DRG-CSE-600002

Suitability Code S2

Revision 56 of 76

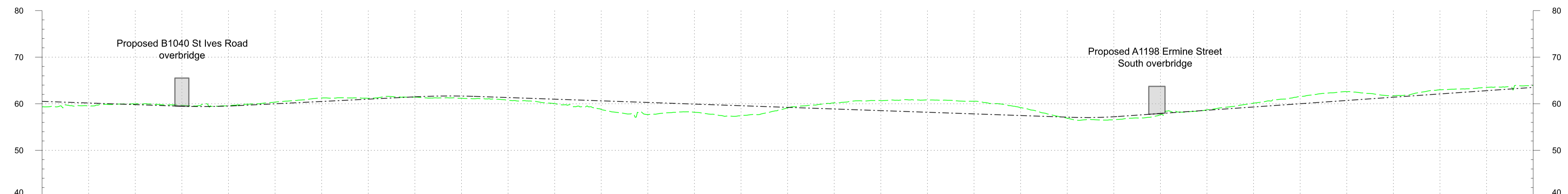
Revision P02



Page 51
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PLAN
 SCALE 1:5000 @ A1

Profile Legend:
 - - - EWR vertical alignment
 - - - Existing vertical alignment
 - - - Existing ground



CHAINAGE	606+100	606+200	606+300	606+400	606+500	606+600	606+700	606+800	606+900	607+000	607+100	607+200	607+300	607+400	607+500	607+600	607+700	607+800	607+900	608+000	608+100	608+200	608+300	608+400	608+500	608+600	608+700	608+800	608+900	609+000	609+100	609+200	609+300
EXISTING LEVEL	59.3	59.5	60.0	59.7	59.6	60.3	61.2	61.2	61.4	61.2	60.7	60.0	58.8	57.7	58.2	57.4	59.1	60.2	60.7	60.8	60.5	59.2	56.9	56.6	57.7	58.7	60.1	61.5	62.6	61.7	63.0	63.5	63.9
PROPOSED LEVEL	60.5	60.2	59.8	59.5	59.5	60.0	60.5	61.0	61.5	61.7	61.3	61.0	60.6	60.3	59.9	59.6	59.2	58.9	58.5	58.2	57.8	57.5	57.1	57.2	57.9	58.6	59.3	60.0	60.7	61.4	62.1	62.8	63.5
DIFFERENCE	1.2	0.6	-0.2	-0.2	-0.1	-0.4	-0.8	-0.2	0.1	0.5	0.6	1.0	1.9	2.6	1.8	2.2	0.1	-1.3	-2.1	-2.7	-2.7	-1.7	0.2	0.6	0.3	-0.1	-0.8	-1.5	-1.9	-0.3	-0.9	-0.7	-0.4

PROFILE
 SCALE H:1:5000 V:1:500 @ A1

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Project
East West Rail
 Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
 Croxton to Toft
 Route Section 6
 Sheet 3

east west RAIL

Mott MacDonald JV

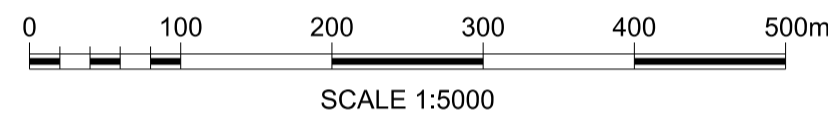
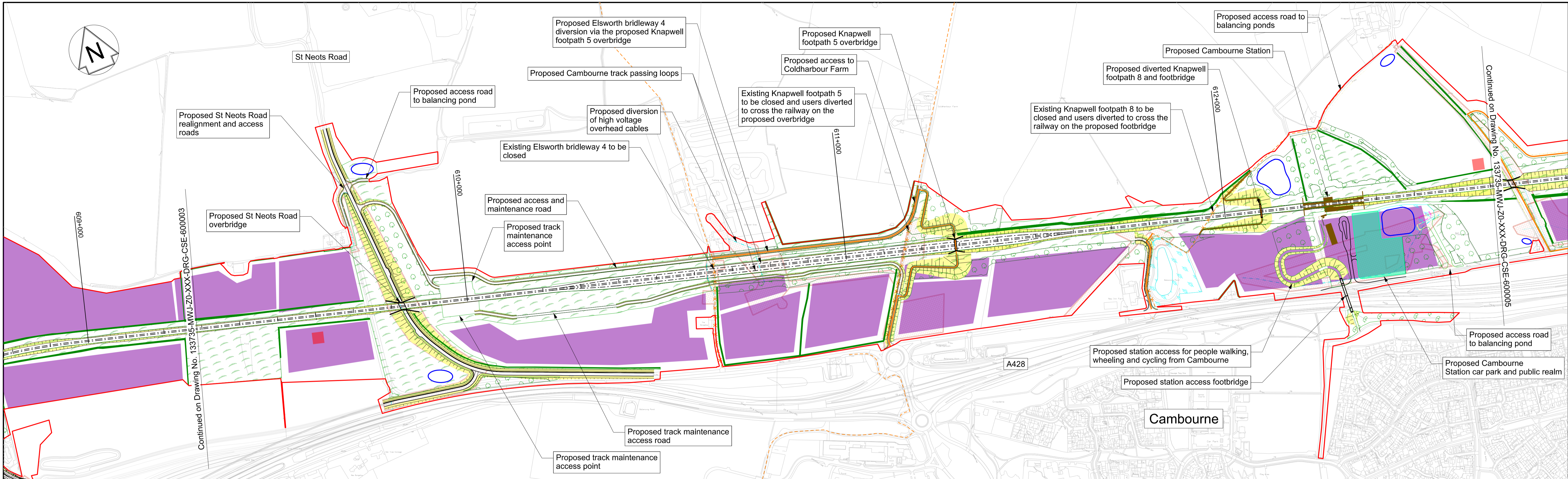
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Scale(s)	Status	Date	Approved	Signed	Date
1:5000	Information			MP	
Scale(s)	Status	Date	Approved	Signed	Date
1:5000	Information			MP	
Scale(s)	Status	Date	Approved	Signed	Date
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Scale: 1:5000
 Status: Information
 S2
 57 of 76
 Revision

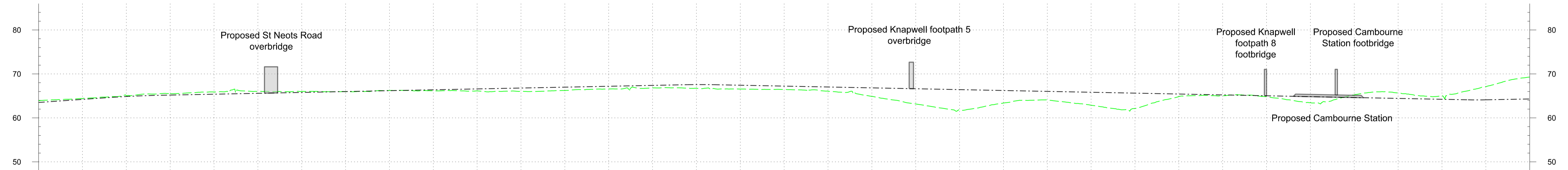
133735-MWJ-Z0-XXX-DRG-CSE-600003
 P02



PLAN
SCALE 1:5000 @ A1

Page 52

Profile Legend:
 - - - EWR vertical alignment
 - - - Existing vertical alignment
 - - - Existing ground



DOWN MAIN	CHAINAGE	609+300	609+400	609+500	609+600	609+700	609+800	609+900	610+000	610+100	610+200	610+300	610+400	610+500	610+600	610+700	610+800	610+900	611+000	611+100	611+200	611+300	611+400	611+500	611+600	611+700	611+800	611+900	612+000	612+100	612+200	612+300	612+400	612+500	612+600	612+700
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PROPOSED LEVEL		63.5	64.2	64.9	65.2	65.4	65.6	65.8	66.0	66.2	66.4	66.6	66.8	67.0	67.2	67.4	67.6	67.4	67.2	67.0	66.8	66.6	66.4	66.2	66.0	65.8	65.6	65.4	65.2	65.0	64.8	64.6	64.4	64.2	64.1	64.3
DIFFERENCE		-0.4	-0.2	-0.2	-0.3	-0.5	-0.4	-0.2	0.0	-0.0	0.2	0.5	0.8	0.8	0.6	0.6	0.8	0.9	0.8	1.0	1.9	3.5	4.6	2.9	1.9	2.9	3.5	0.6	0.2	0.2	1.4	-0.6	-1.2	-0.8	-3.0	-5.0

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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- Public Right of Way - closed
- Public Right of Way - proposed
- Balancing pond (indicative)
- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Project
East West Rail
Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
Croxtan to Toft
Route Section 6
Sheet 4

east west RAIL

Mott MacDonald
JV

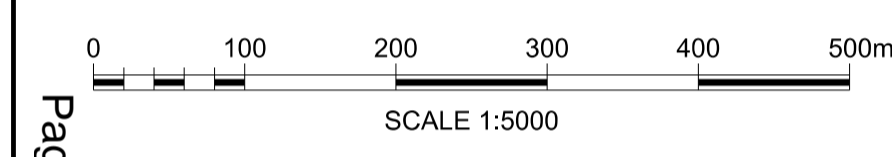
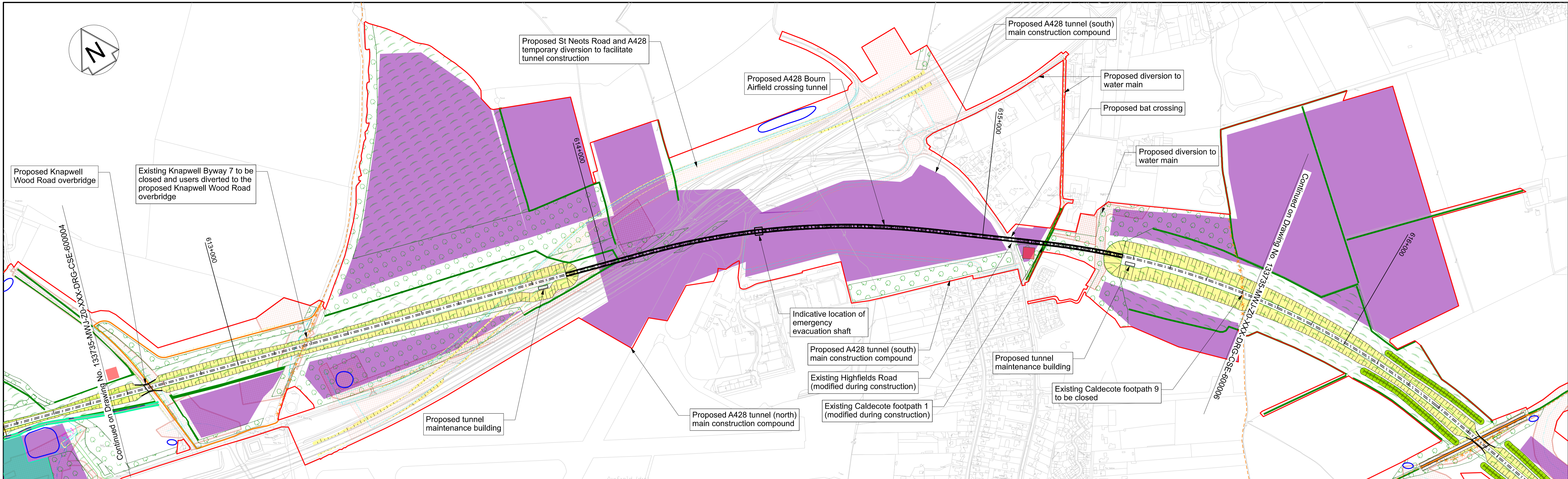
One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB

Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.

Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	04/11/24	M.KYNOCH	MK	04/11/24
Drawn	Signed	Date	Approved	Signed	Date
J.SYMONDS	JS	04/11/24	M.PENFOLD	MP	04/11/24

Scale(s) 1:5000 Status Information Suitability Code S2 Sheet 58 of 76

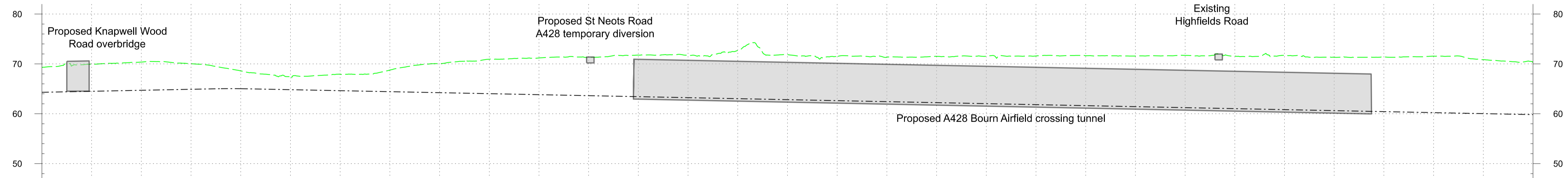
Drawing Number 133735-MWJ-ZO-XXX-DRG-CSE-600004 Revision P02



PLAN
SCALE 1:5000 @ A1

Page 53

- Profile Legend:
- - - EWR vertical alignment
 - - - Existing vertical alignment
 - - - Existing ground



CHAINAGE	612+700	612+800	612+900	613+000	613+100	613+200	613+300	613+400	613+500	613+600	613+700	613+800	613+900	614+000	614+100	614+200	614+300	614+400	614+500	614+600	614+700	614+800	614+900	615+000	615+100	615+200	615+300	615+400	615+500	615+600	615+700
EXISTING LEVEL	69.3	70.0	70.4	70.0	68.6	67.2	67.9	68.8	70.0	70.9	71.2	71.3	71.8	71.7	72.7	71.9	71.5	71.3	71.5	71.5	71.6	71.6	71.6	71.7	71.6	71.7	71.3	71.4	71.6	70.9	70.3
PROPOSED LEVEL	64.3	64.5	64.7	64.9	65.0	64.8	64.6	64.4	64.2	64.0	63.8	63.6	63.4	63.2	63.0	62.8	62.6	62.4	62.2	62.0	61.8	61.6	61.4	61.2	61.0	60.8	60.6	60.4	60.2	60.0	59.8
DIFFERENCE	-5.0	-5.5	-5.7	-5.1	-3.6	-2.4	-3.3	-4.3	-5.8	-6.9	-7.4	-7.7	-8.3	-8.5	-9.7	-9.0	-8.9	-8.9	-9.3	-9.5	-9.8	-10.0	-10.1	-10.5	-10.5	-10.9	-10.7	-10.9	-11.3	-10.8	-10.4

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

<ul style="list-style-type: none"> --- Draft Order Limits --- EWR alignment --- Chainage (metres) --- Permanent highway (public and private) --- EWR existing alignment (by others) --- Construction zone (by others) 	<ul style="list-style-type: none"> Engineering earthworks (embankment) Engineering earthworks (cutting) Landscape mitigation earthworks (embankment) Landscape mitigation earthworks (cutting) 	<ul style="list-style-type: none"> Construction & logistic sites Telecoms compound Traction power compound Bridges and retaining walls Noise mitigation (indicative) Station or other building Utilities construction zone 	<ul style="list-style-type: none"> Habitat creation - woodland Habitat creation - hedgerow Habitat creation - scrub Habitat creation - grassland Habitat creation - wetland Public realm / station car parking 	<ul style="list-style-type: none"> Public Right of Way - existing Public Right of Way - closed Public Right of Way - proposed Balancing pond (indicative) Drainage attenuation tank (below ground) Preliminary utilities diversion
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Project
**East West Rail
Oxford to Cambridge**

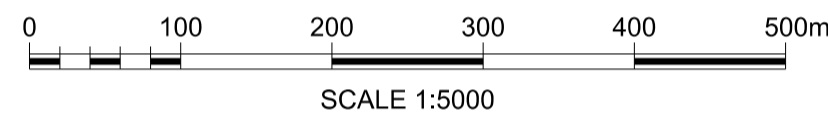
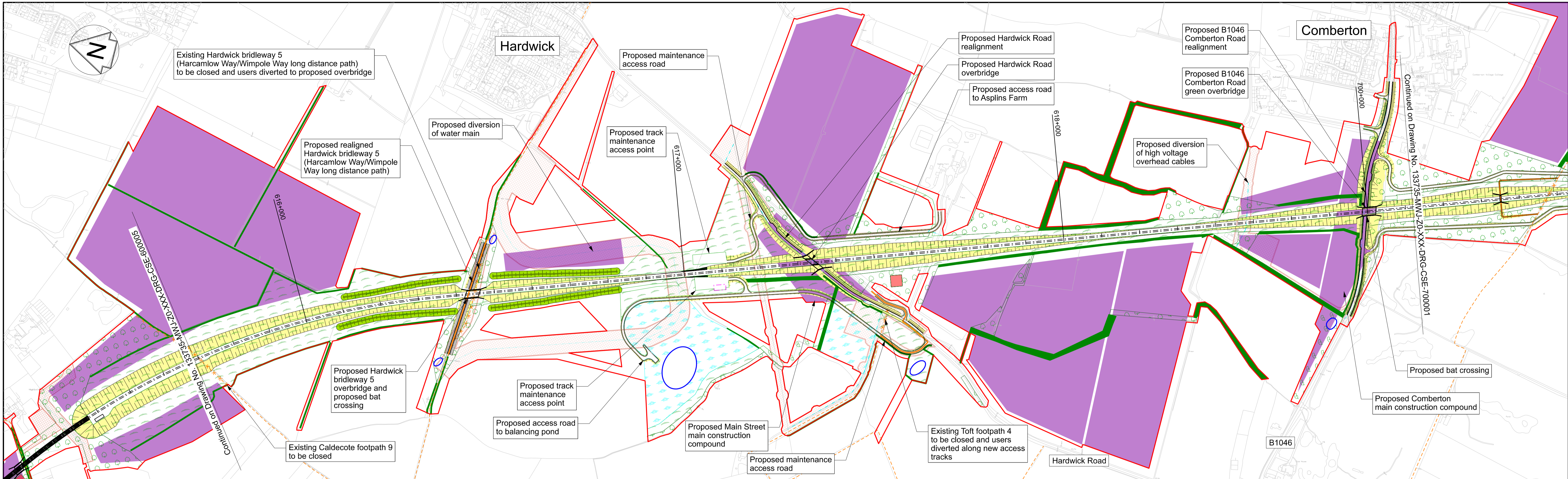
Drawing Title
**DCO Non-Statutory Consultation
Croton to Toft
Route Section 6
Sheet 5**

Project
east west RAIL

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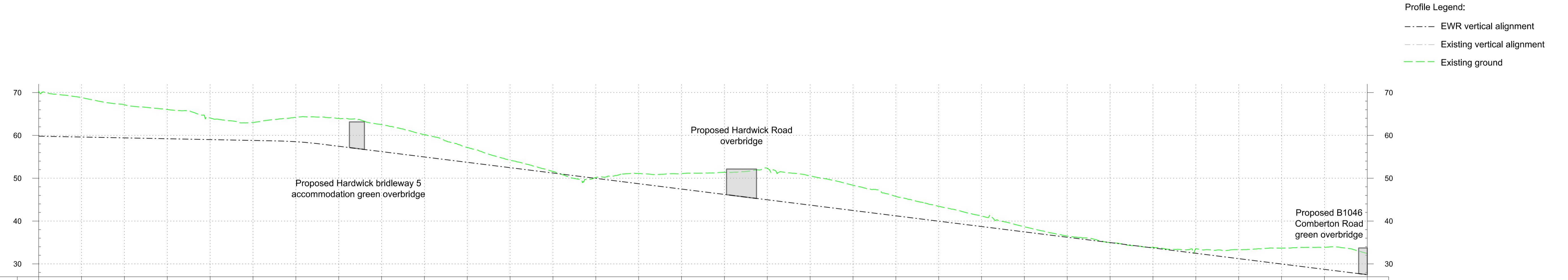
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Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	04/11/24	M.KYNOCH	MK	04/11/24
Drawn	Signed	Date	Approved	Signed	Date
J.SYMONDS	JS	04/11/24	M.PENFOLD	MP	04/11/24
Scale(s)	Status	Sutability Code		Sheet	Revision
1:5000	Information	S2		59 of 76	
Drawing Number					Revision
133735-MWJ-ZO-XXX-DRG-CSE-600005					P02



PLAN
SCALE 1:5000 @ A1

Page 54



CHAINAGE	615+700	615+800	615+900	616+000	616+100	616+200	616+300	616+400	616+500	616+600	616+700	616+800	616+900	617+000	617+100	617+200	617+300	617+400	617+500	617+600	617+700	617+800	617+900	618+000	618+100	618+200	618+300	618+400	618+500	618+600	618+700	618+800
EXISTING LEVEL	70.3	68.8	67.2	66.1	64.1	63.0	64.2	64.0	62.5	60.2	57.2	54.2	51.6	50.2	51.1	51.1	51.4	52.4	50.6	48.4	45.8	43.5	41.2	38.7	36.5	35.0	33.9	33.6	33.3	33.7	33.9	32.4
PROPOSED LEVEL	59.8	59.6	59.4	59.2	59.0	58.8	58.5	57.5	56.2	55.0	53.7	52.5	51.2	50.0	48.7	47.5	46.2	45.0	43.7	42.5	41.2	40.0	38.7	37.5	36.2	35.0	33.7	32.5	31.2	30.0	28.7	27.5
DIFFERENCE	-10.4	-9.2	-7.7	-6.8	-5.0	-4.2	-5.7	-6.5	-6.3	-5.2	-3.5	-1.7	-0.4	-0.2	-2.4	-3.6	-5.2	-7.4	-6.8	-5.9	-4.6	-3.5	-2.5	-1.2	-0.3	0.0	-0.2	-1.1	-2.1	-3.7	-5.2	-5.0

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Legend/Notes

- Draft Order Limits
- EWR alignment
- Chainage (metres)
- Permanent highway (public and private)
- EWR existing alignment (by others)
- Construction zone (by others)
- Engineering earthworks (embankment)
- Engineering earthworks (cutting)
- Landscape mitigation earthworks (embankment)
- Landscape mitigation earthworks (cutting)
- Construction & logistic sites
- Telecoms compound
- Traction power compound
- Bridges and retaining walls
- Noise mitigation (indicative)
- Station or other building
- Utilities construction zone
- Habitat creation - woodland
- Habitat creation - hedgerow
- Habitat creation - scrub
- Habitat creation - grassland
- Habitat creation - wetland
- Public realm / station car parking
- Public Right of Way - existing
- Public Right of Way - closed
- Public Right of Way - proposed
- Balancing pond (indicative)
- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

Project
East West Rail
Oxford to Cambridge

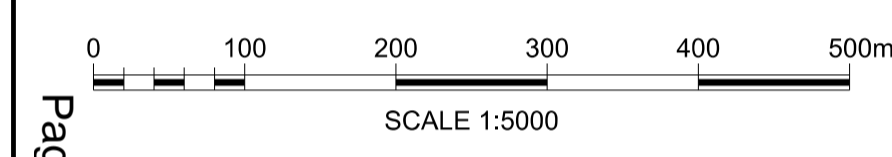
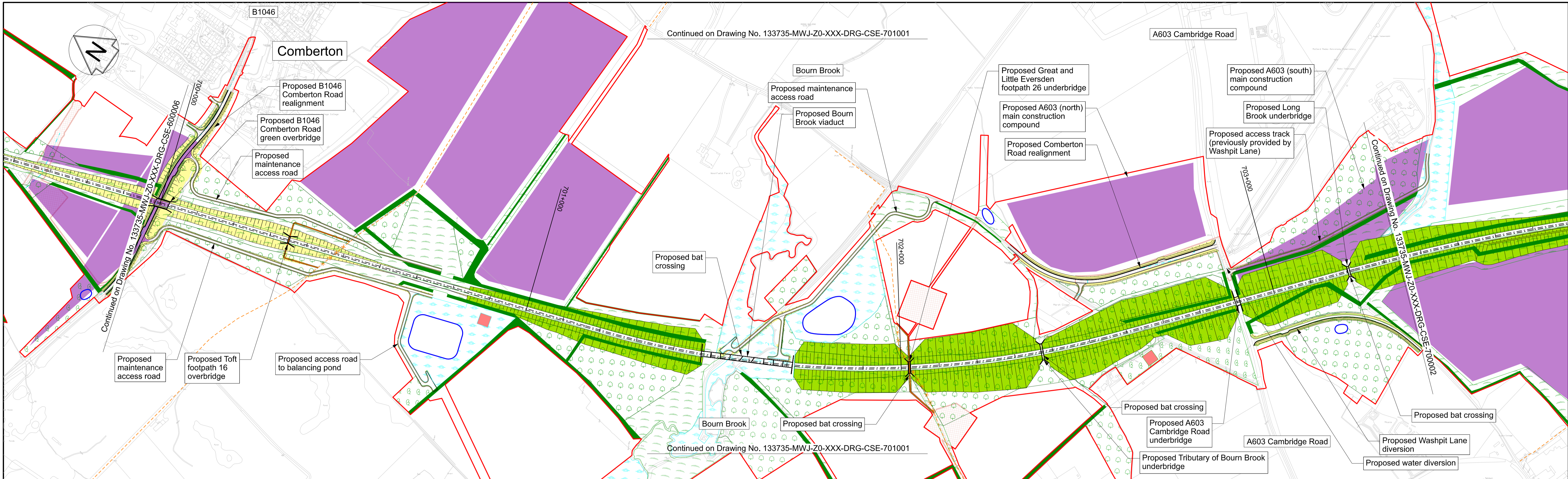
Drawing Title
DCO Non-Statutory Consultation
Croxtan to Toft
Route Section 6
Sheet 6

east west RAIL

One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB

Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.

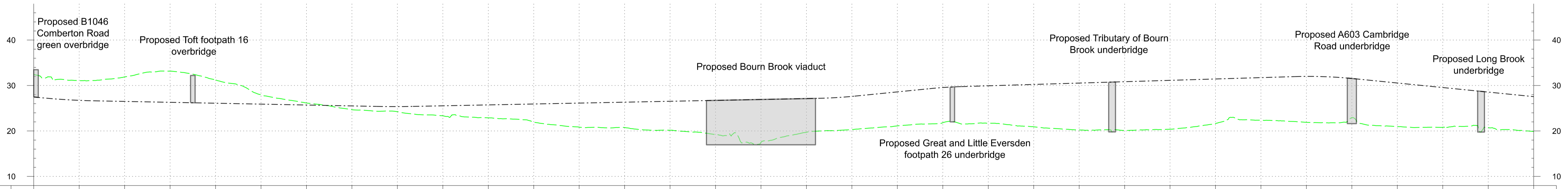
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Drawn	Signed	Date	Approved	Signed	Date
J.SYMONDS	JS	04/11/24	M.PENFOLD	MP	04/11/24
Scale(s)	Status	Sustainability Code		Sheet	Revision
1:5000	Information	S2		60 of 76	
Drawing Number	Revision				
133735-MWJ-ZO-XXX-DRG-CSE-600006					P02



PLAN
SCALE 1:5000 @ A1

Page 55

- Profile Legend:
- EWR vertical alignment
 - - - Existing vertical alignment
 - Existing ground



CHAINAGE	700+000	700+100	700+200	700+300	700+400	700+500	700+600	700+700	700+800	700+900	701+000	701+100	701+200	701+300	701+400	701+500	701+600	701+700	701+800	701+900	702+000	702+100	702+200	702+300	702+400	702+500	702+600	702+700	702+800	702+900	703+000	703+100	703+200	703+300
EXISTING LEVEL	32.4	31.1	31.9	33.2	31.2	28.0	26.2	24.7	24.2	23.3	22.9	21.9	20.8	20.7	20.2	19.2	17.5	19.7	20.3	21.1	21.8	21.7	20.9	20.2	20.1	20.4	21.6	22.3	21.9	23.0	21.0	20.8	20.8	19.9
PROPOSED LEVEL	27.5	26.7	26.5	26.3	26.1	25.9	25.7	25.5	25.4	25.5	25.7	25.9	26.1	26.3	26.5	26.7	26.9	27.1	27.6	28.6	29.6	29.9	30.2	30.5	30.8	31.1	31.4	31.7	32.0	31.6	30.6	29.6	28.6	27.6
DIFFERENCE	-5.0	-4.3	-5.4	-6.9	-5.1	-2.1	-0.4	0.8	1.1	2.2	2.8	4.0	5.3	5.6	6.4	7.5	9.4	7.4	7.3	7.5	7.7	8.2	9.3	10.3	10.7	10.8	9.8	9.4	10.1	8.6	9.6	8.7	7.8	7.7

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

Legend/Notes

- Draft Order Limits
- EWR alignment
- 100+000 Chainage (metres)
- Permanent highway (public and private)
- EWR existing alignment (by others)
- Construction zone (by others)
- Engineering earthworks (embankment)
- Engineering earthworks (cutting)
- Landscape mitigation earthworks (embankment)
- Landscape mitigation earthworks (cutting)
- Construction & logistic sites
- Telecoms compound
- Traction power compound
- Bridges and retaining walls
- Noise mitigation (indicative)
- Station or other building
- Utilities construction zone
- Habitat creation - woodland
- Habitat creation - hedgerow
- Habitat creation - scrub
- Habitat creation - grassland
- Habitat creation - wetland
- Public realm / station car parking
- Public Right of Way - existing
- Public Right of Way - closed
- Public Right of Way - proposed
- Balancing pond (indicative)
- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Project: East West Rail Oxford to Cambridge

Drawing Title: DCO Non-Statutory Consultation Comberton to Shelford Route Section 7 Sheet 1

133735-MWJ-Z0-XXX-DRG-CSE-700001

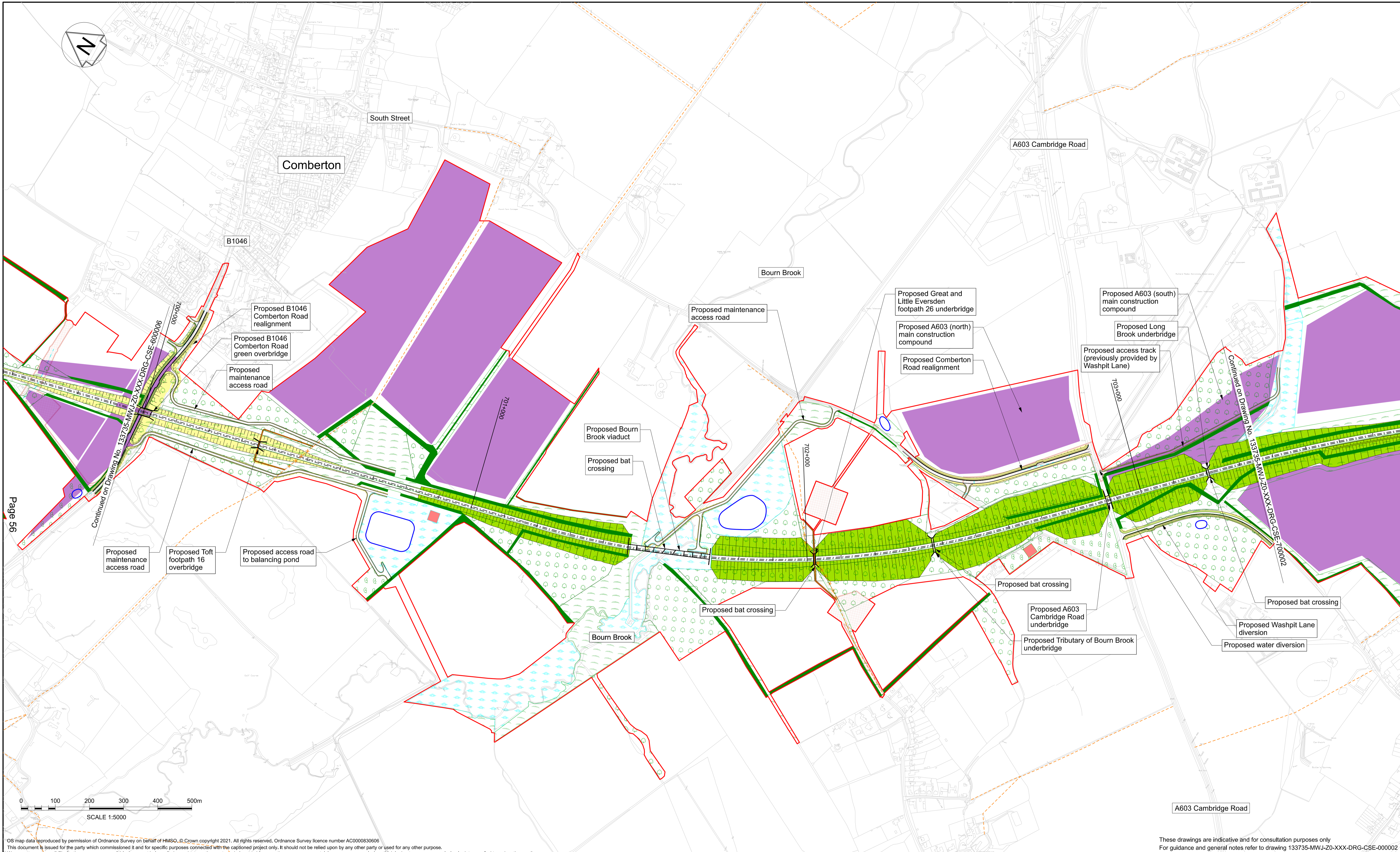
east west RAIL

One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB

Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.

Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	04/11/24	M.KYNOCH	MK	04/11/24
Drawn	Signed	Date	Approved	Signed	Date
J.SYMONDS	JS	04/11/24	M.PENFOLD	MP	04/11/24

Scale(s): 1:5000
Status: Information
Sutability Code: S2
Revision: 61 of 76



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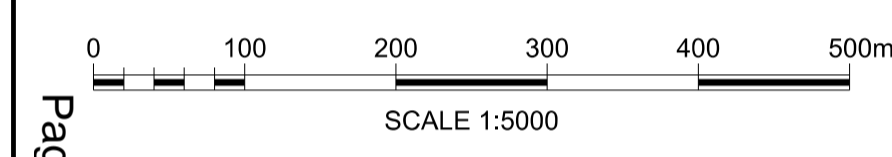
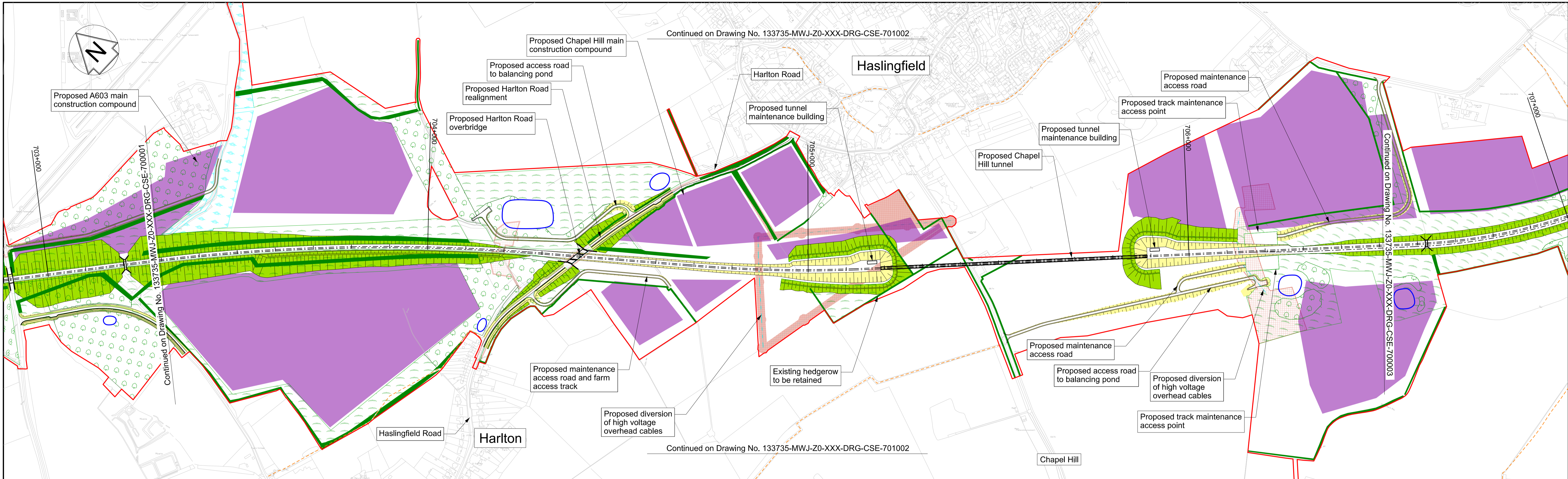
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

<ul style="list-style-type: none"> — Draft Order Limits - - - EWR alignment 100+000 Chainage (metres) — Permanent highway (public and private) - - - EWR existing alignment (by others) □ Construction zone (by others) 	<ul style="list-style-type: none"> ▨ Engineering earthworks (embankment) ▨ Engineering earthworks (cutting) ▨ Landscape mitigation earthworks (embankment) ▨ Landscape mitigation earthworks (cutting) 	<ul style="list-style-type: none"> ■ Construction & logistic sites ■ Telecoms compound ▨ Traction power compound — Bridges and retaining walls ▨ Noise mitigation (indicative) ■ Station or other building ▨ Utilities construction zone 	<ul style="list-style-type: none"> ▨ Habitat creation - woodland ▨ Habitat creation - hedgerow ▨ Habitat creation - scrub ▨ Habitat creation - grassland ▨ Habitat creation - wetland ▨ Public realm / station car parking 	<ul style="list-style-type: none"> - - - Public Right of Way - existing - x - x - Public Right of Way - closed — Public Right of Way - proposed ○ Balancing pond (indicative) ▨ Drainage attenuation tank (below ground) — Preliminary utilities diversion
---	--	---	--	--

Project
East West Rail
 Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
 Comberton to Shelford
 Route Section 7
 Sheet 1a

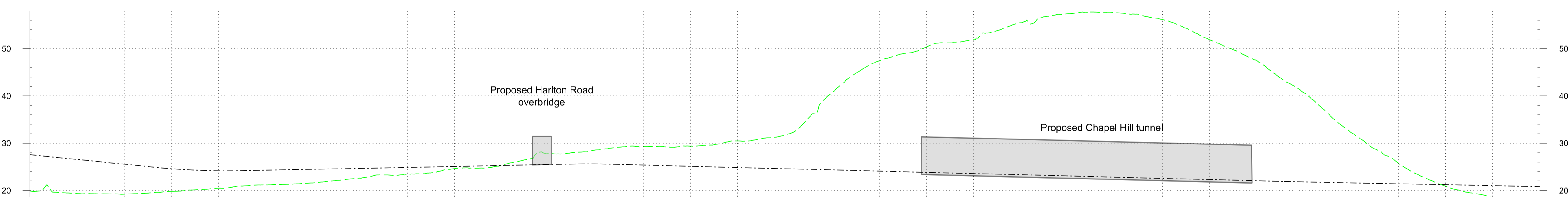
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Designed MWJV	Signed JS	Date 04/11/24	Checked M.KYNOCH
Drawn J.SYMONDS	Signed MP	Date 04/11/24	Approved M.PENFOLD
Scale(s) 1:5000	Status Information	Suitability Code S2	Sheet 68 of 76
Drawing Number 133735-MWJ-Z0-XXX-DRG-CSE-701001	Revision P02		



PLAN
SCALE 1:5000 @ A1

Page 57

- Profile Legend:
- EWR vertical alignment
 - - - Existing vertical alignment
 - Existing ground



CHAINAGE	703+300	703+400	703+500	703+600	703+700	703+800	703+900	704+000	704+100	704+200	704+300	704+400	704+500	704+600	704+700	704+800	704+900	705+000	705+100	705+200	705+300	705+400	705+500	705+600	705+700	705+800	705+900	706+000	706+100	706+200	706+300	706+400	706+500
EXISTING LEVEL	19.9	19.4	19.2	19.8	20.5	21.2	21.6	22.6	23.3	24.6	25.3	27.8	28.6	29.3	29.4	30.5	31.7	40.7	47.4	50.3	51.9	55.5	57.4	57.6	56.1	51.9	47.5	40.7	32.3	25.8	20.9	18.4	16.7
PROPOSED LEVEL	27.6	26.6	25.6	24.6	24.2	24.3	24.5	24.7	24.9	25.1	25.3	25.5	25.6	25.4	25.1	24.8	24.6	24.3	24.1	23.8	23.6	23.3	23.1	22.8	22.6	22.3	22.0	21.8	21.6	21.4	21.2	21.0	20.8
DIFFERENCE	7.7	7.2	6.4	4.8	3.7	3.1	2.9	2.1	1.5	0.4	-0.0	-2.3	-3.0	-3.9	-4.3	-5.6	-7.1	-16.4	-23.3	-26.5	-28.3	-32.2	-34.3	-34.8	-33.6	-28.6	-25.4	-18.9	-10.7	-4.4	0.3	2.6	4.1

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

Legend/Notes

Draft Order Limits	Engineering earthworks (embankment)	Construction & logistic sites	Habitat creation - woodland	Public Right of Way - existing
EWR alignment	Engineering earthworks (cutting)	Telecoms compound	Habitat creation - hedgerow	Public Right of Way - closed
Chainage (metres)	Landscape mitigation earthworks (embankment)	Traction power compound	Habitat creation - scrub	Balancing pond (indicative)
Permanent highway (public and private)	Landscape mitigation earthworks (cutting)	Bridges and retaining walls	Habitat creation - grassland	Drainage attenuation tank (below ground)
EWR existing alignment (by others)		Noise mitigation (indicative)	Habitat creation - wetland	Preliminary utilities diversion
Construction zone (by others)		Station or other building	Public realm / station car parking	
		Utilities construction zone		

Project
East West Rail
Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
Comberton to Shelford
Route Section 7
Sheet 2

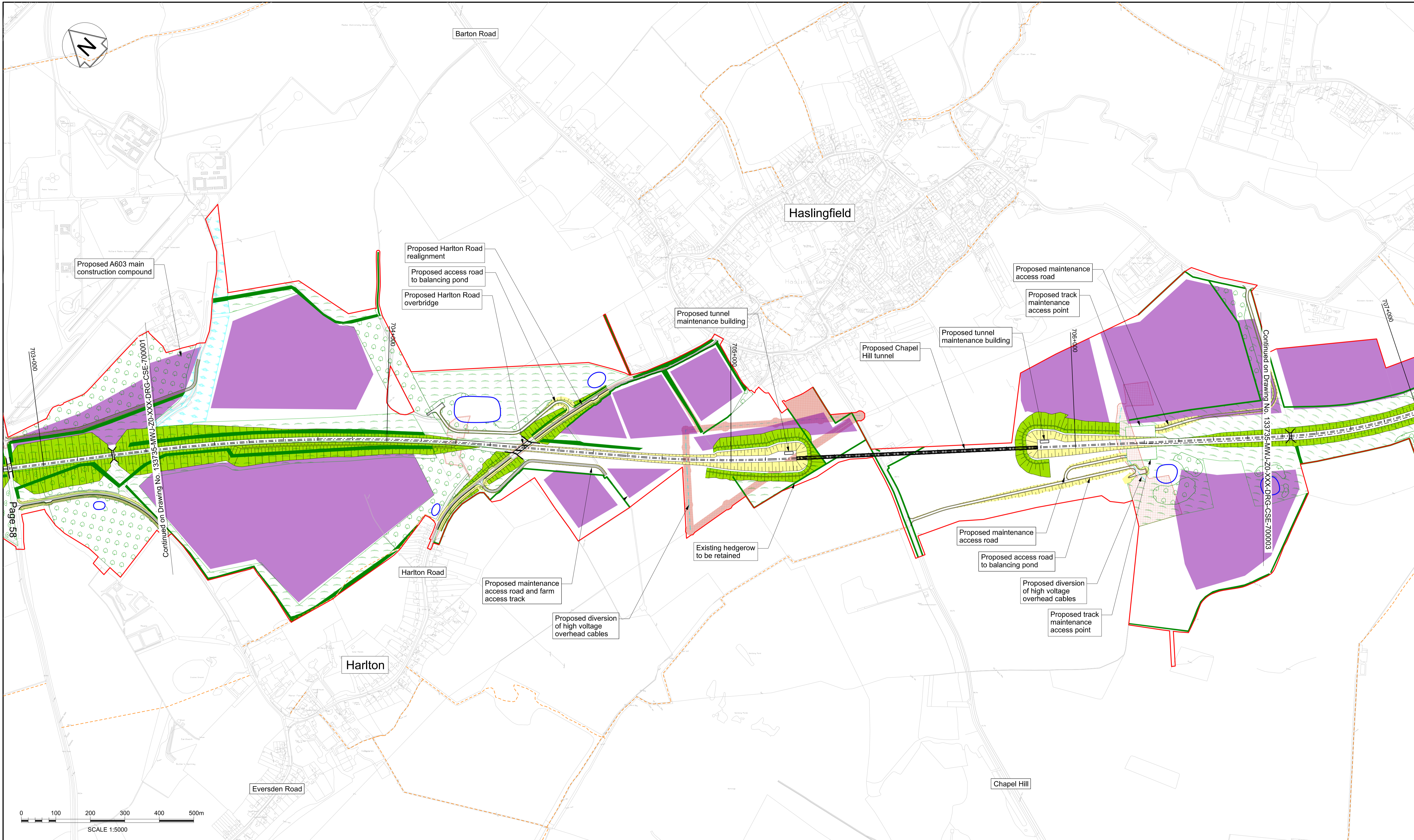
One Grafton Mews, Midsummer Boulevard, Milton Keynes.
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Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE.
WSP House, Chancery Lane, London, WC2A 1AF.

Designed MWJV	Signed JS	Date 04/11/24	Checked M.KYNOCH	Signed MK	Date 04/11/24
Drawn J.SYMONDS	Signed JS	Date 04/11/24	Approved M.PENFOLD	Signed MP	Date 04/11/24
Scale(s) 1:5000	Status Information		Suitability Code S2	Sheet 62 of 76	Revision P02

Drawing Number
133735-MWJ-Z0-XXX-DRG-CSE-700002

Sheet Size A1 841 x 594



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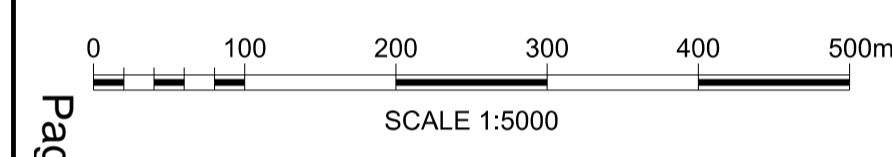
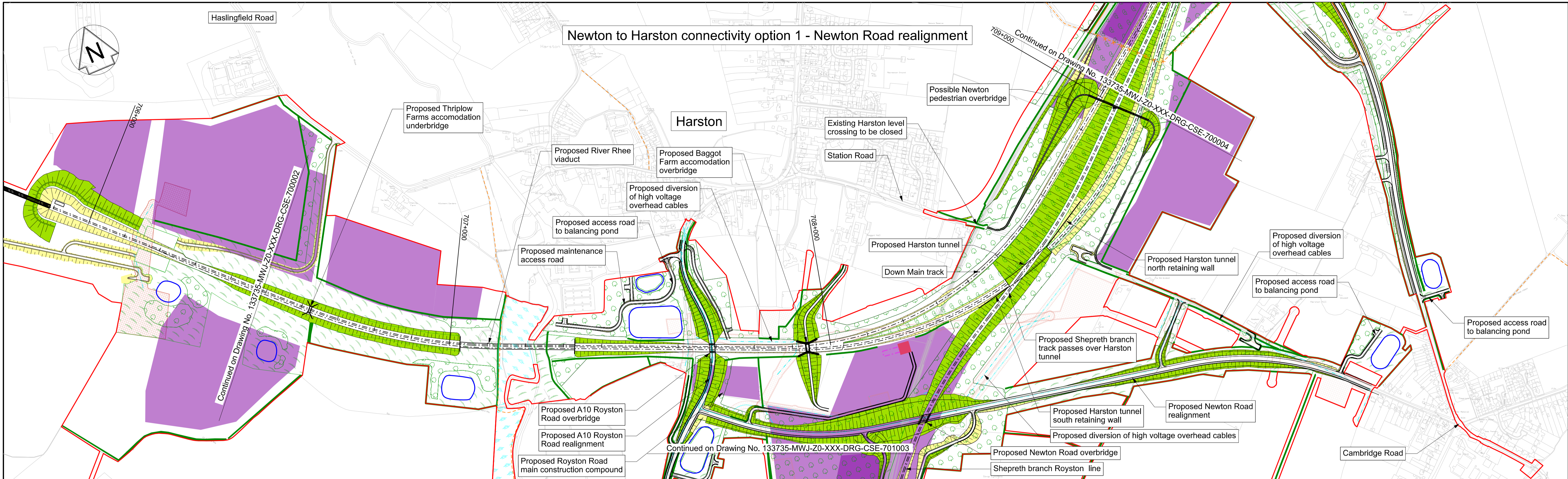
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

Legend/Notes	
Draft Order Limits	Engineering earthworks (embankment)
EWR alignment	Engineering earthworks (cutting)
Chainage (metres)	Landscape mitigation earthworks (embankment)
Permanent highway (public and private)	Landscape mitigation earthworks (cutting)
EWR existing alignment (by others)	Construction & logistic sites
Construction zone (by others)	Telecoms compound
Habitat creation - woodland	Traction power compound
Habitat creation - hedgerow	Bridges and retaining walls
Habitat creation - scrub	Noise mitigation (indicative)
Habitat creation - grassland	Station or other building
Habitat creation - wetland	Utilities construction zone
Habitat creation - wetland	Public Right of Way - existing
Public realm / station car parking	Public Right of Way - closed
	Public Right of Way - proposed
	Balancing pond (indicative)
	Drainage attenuation tank (below ground)
	Preliminary utilities diversion

Project
East West Rail
 Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
 Comberton to Shelford
 Route Section 7
 Sheet 2a

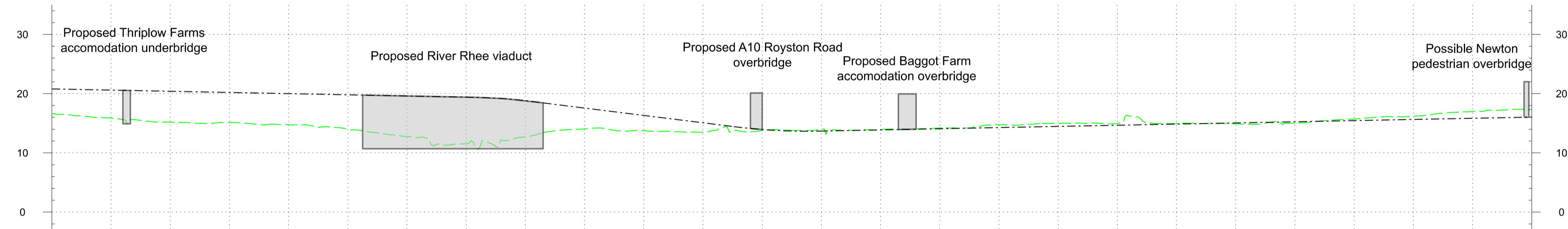
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Designed MWJV	Signed JS	Checked M.KYNOCH	Signed MK
Drawn J.SYMONDS	Date 04/11/24	Approved M.PENFOLD	Date 04/11/24
Scale(s) 1:5000	Status Information	Suitability Code S2	Sheet 69 of 76
Drawing Number 133735-MWJ-Z0-XXX-DRG-CSE-701002	Revision P02		



PLAN
SCALE 1:5000 @ A1

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- Profile Legend:
- EWR vertical alignment
 - - - Existing vertical alignment
 - Existing ground



CHAINAGE	706+500	706+600	706+700	706+800	706+900	707+000	707+100	707+200	707+300	707+400	707+500	707+600	707+700	707+800	707+900	708+000	708+100	708+200	708+300	708+400	708+500	708+600	708+700	708+800	708+900	709+000
EXISTING LEVEL	16.7	15.9	15.2	15.1	14.7	14.0	12.7	11.5	12.7	14.1	13.8	13.5	13.8	14.0	13.9	14.2	14.8	15.0	14.9	14.9	14.9	15.0	15.7	16.2	17.0	17.3
PROPOSED LEVEL	20.8	20.6	20.4	20.2	20.0	19.8	19.6	19.4	18.8	17.6	16.3	15.1	13.9	13.7	13.9	14.1	14.3	14.5	14.7	14.9	15.1	15.3	15.4	15.6	15.8	16.0
DIFFERENCE	4.1	4.7	5.2	5.1	5.3	5.8	6.9	7.9	6.1	3.5	2.6	1.6	0.2	-0.3	-0.1	-0.1	-0.5	-0.5	-0.3	-0.1	0.2	0.3	-0.3	-0.5	-1.2	-1.3

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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These drawings are indicative and for consultation purposes only
 For guidance and general notes refer to drawing 133735-MWJ-Z0-XXX-DRG-CSE-000002

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

Legend/Notes

- Draft Order Limits
- EWR alignment
- Chainage (metres)
- Permanent highway (public and private)
- EWR existing alignment (by others)
- Construction zone (by others)
- Engineering earthworks (embankment)
- Engineering earthworks (cutting)
- Landscape mitigation earthworks (embankment)
- Landscape mitigation earthworks (cutting)
- Construction & logistic sites
- Telecoms compound
- Traction power compound
- Bridges and retaining walls
- Noise mitigation (indicative)
- Station or other building
- Utilities construction zone
- Habitat creation - woodland
- Habitat creation - hedgerow
- Habitat creation - scrub
- Habitat creation - grassland
- Habitat creation - wetland
- Public realm / station car parking
- Public Right of Way - existing
- Public Right of Way - closed
- Public Right of Way - proposed
- Balancing pond (indicative)
- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Project
East West Rail
 Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
 Comberton to Shelford
 Route Section 7
 Sheet 3 Option 1

east west RAIL

Mott MacDonald
 One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB

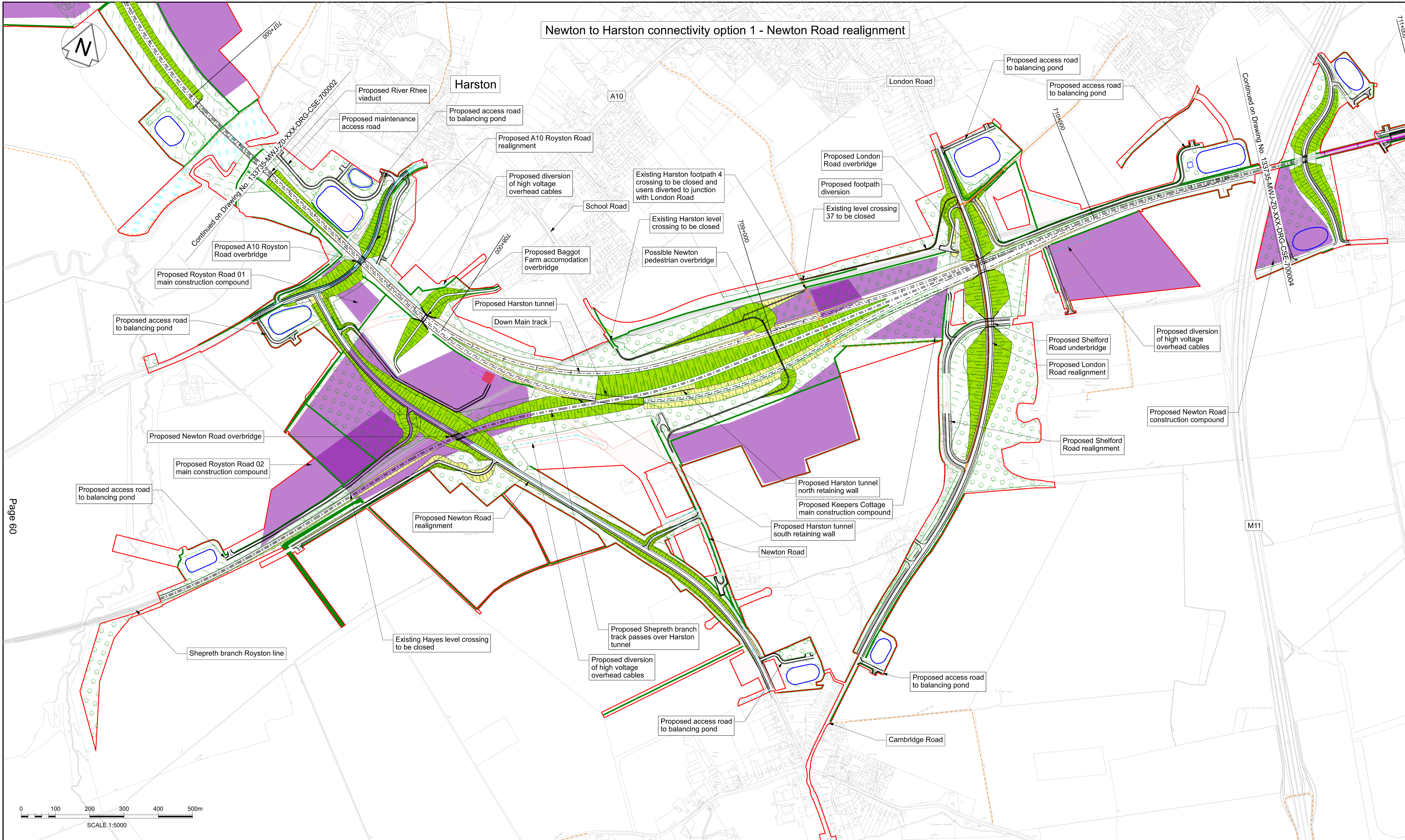
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Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	04/11/24	M.KYNOCH	MK	04/11/24
Drawn	J.SYMONDS	04/11/24	Approved	M.PENFOLD	MP

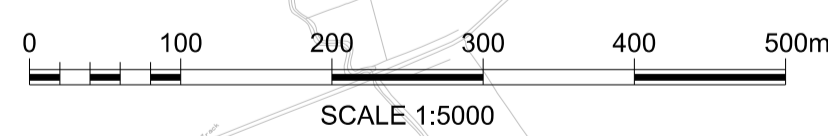
Scale(s): 1:5000
 Status: Information
 Suitability Code: S2
 Drawing Number: 133735-MWJ-Z0-XXX-DRG-CSE-700003
 Revision: P02

63 of 76
 Sheet

Newton to Harston connectivity option 1 - Newton Road realignment



Page 60



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These drawings are indicative and for consultation purposes only. For guidance and general notes refer to drawing 133735-MWJ-Z0-XXX-DRG-CSE-000002

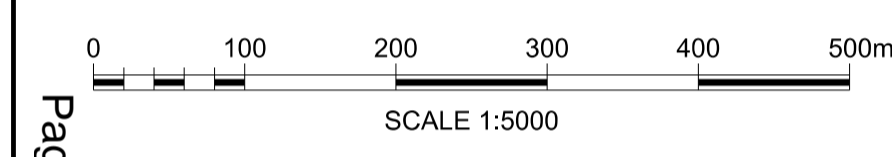
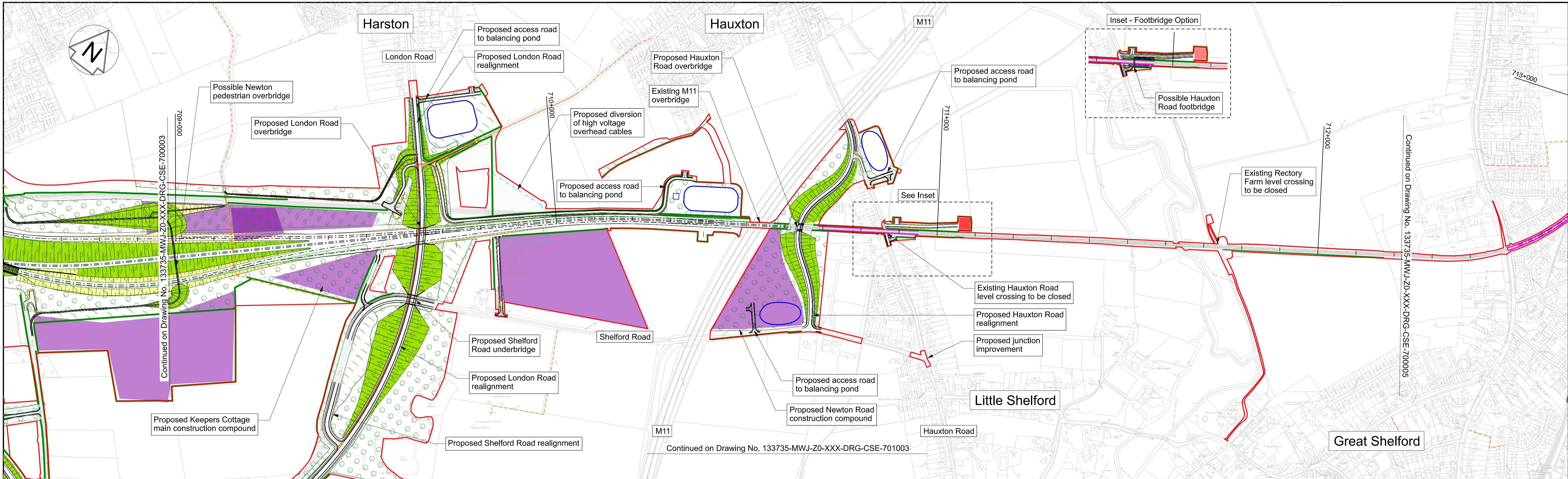
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

<ul style="list-style-type: none"> — Draft Order Limits - - - EWR alignment 100+000 Chainage (metres) — Permanent highway (public and private) - - - EWR existing alignment (by others) □ Construction zone (by others) 	<ul style="list-style-type: none"> ▨ Engineering earthworks (embankment) ▨ Engineering earthworks (cutting) ▨ Landscape mitigation earthworks (embankment) ▨ Landscape mitigation earthworks (cutting) 	<ul style="list-style-type: none"> ■ Construction & logistic sites ■ Telecoms compound ▨ Traction power compound — Bridges and retaining walls ▨ Noise mitigation (indicative) ■ Station or other building ▨ Utilities construction zone 	<ul style="list-style-type: none"> ▨ Habitat creation - woodland ▨ Habitat creation - hedgerow ▨ Habitat creation - scrub ▨ Habitat creation - grassland ▨ Habitat creation - wetland ▨ Public realm / station car parking 	<ul style="list-style-type: none"> - - - Public Right of Way - existing - x - x - Public Right of Way - closed — Public Right of Way - proposed ○ Balancing pond (indicative) ▨ Drainage attenuation tank (below ground) — Preliminary utilities diversion
---	--	---	--	--

Project
East West Rail
Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
Comberton to Shelford
Route Section 7
Sheet 3a Option 1

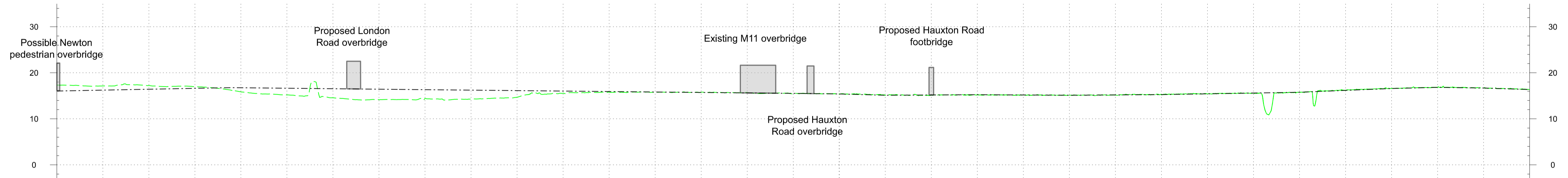
One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB Designed: MWJV Drawn: J.SYMONDS Scale(s): 1:5000 Drawing Number: 133735-MWJ-Z0-XXX-DRG-CSE-701003	Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF. Signed: JS Date: 04/11/24 Status: Information Revision: P02	Checked: M.KYNOCHE Signed: MK Date: 04/11/24 Approved: M.PENFOLD Signed: MP Date: 04/11/24 Suitability Code: S2 Date: 04/11/24 Sheet: 70 of 76	Project: East West Rail Drawing Title: DCO Non-Statutory Consultation Comberton to Shelford Route Section 7 Sheet 3a Option 1 Drawing Number: 133735-MWJ-Z0-XXX-DRG-CSE-701003 Revision: P02



PLAN
SCALE 1:5000 @ A1

Page 61

- Profile Legend:
- - - EWR vertical alignment
 - - - Existing vertical alignment
 - - - Existing ground



CHAINAGE	709+000	709+100	709+200	709+300	709+400	709+500	709+600	709+700	709+800	709+900	710+000	710+100	710+200	710+300	710+400	710+500	710+600	710+700	710+800	710+900	711+000	711+100	711+200	711+300	711+400	711+500	711+600	711+700	711+800	711+900	712+000	712+100	712+200
EXISTING LEVEL	17.3	17.1	17.2	17.0	15.9	15.2	14.6	14.2	14.4	14.3	14.7	15.6	15.8	15.8	15.8	15.7	15.5	15.4	15.1	15.2	15.2	15.2	15.1	15.2	15.3	15.4	15.6	15.8	16.2	16.6	16.8	16.7	16.4
PROPOSED LEVEL	16.0	16.2	16.4	16.6	16.8	16.6	16.5	16.4	16.3	16.2	16.1	16.0	15.9	15.8	15.7	15.6	15.5	15.4	15.1	15.2	15.2	15.2	15.1	15.2	15.3	15.4	15.6	15.8	16.2	16.6	16.8	16.7	16.4
DIFFERENCE	-1.3	-0.9	-0.8	-0.3	0.9	1.5	2.0	2.3	1.9	2.0	1.4	0.5	0.1	0.0	-0.0	-0.1	0.0	-0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.0	-0.0	0.0	-0.0	-0.0	0.0	0.0	-0.0	

PROFILE
SCALE H:1:5000 V:1:500 @ A1

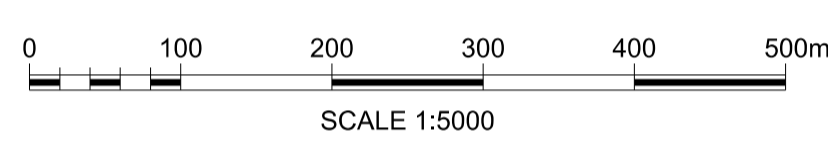
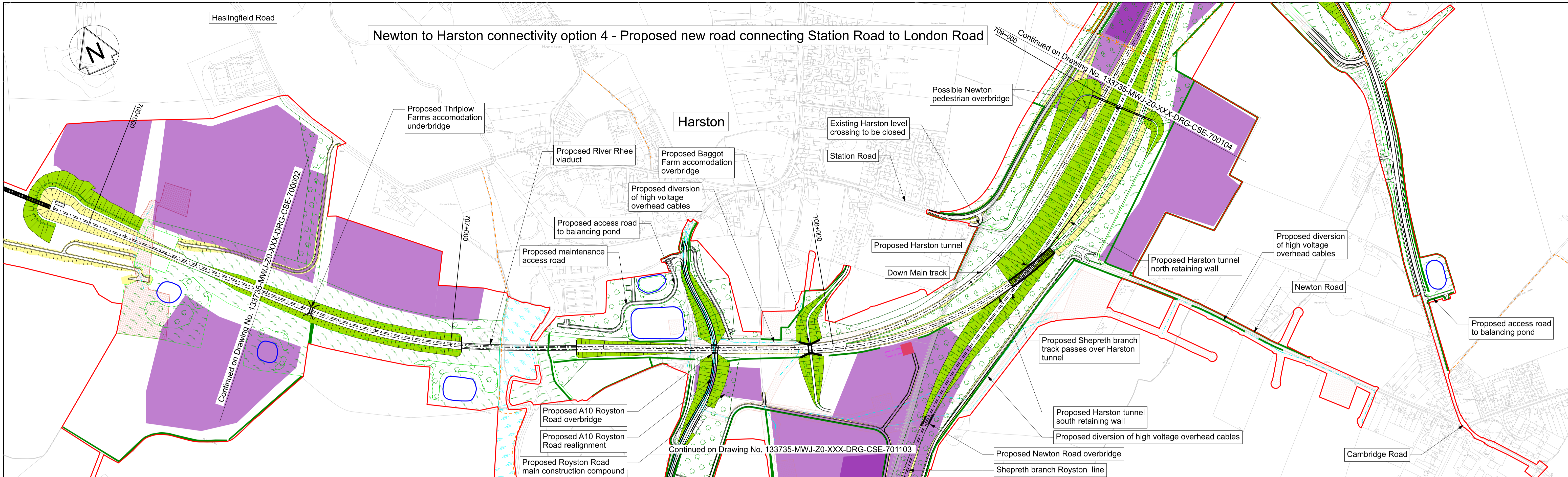
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 For guidance and general notes refer to drawing 133735-MWJ-Z0-XXX-DRG-CSE-000002

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

<ul style="list-style-type: none"> — Draft Order Limits - - - EWR alignment 100+000 Chainage (metres) — Permanent highway (public and private) - - - EWR existing alignment (by others) - - - Construction zone (by others) 	<ul style="list-style-type: none"> Engineering earthworks (embankment) Engineering earthworks (cutting) Landscape mitigation earthworks (embankment) Landscape mitigation earthworks (cutting) 	<ul style="list-style-type: none"> Construction & logistic sites Telecoms compound Traction power compound Bridges and retaining walls Noise mitigation (indicative) Station or other building Utilities construction zone 	<ul style="list-style-type: none"> Habitat creation - woodland Habitat creation - hedgerow Habitat creation - scrub Habitat creation - grassland Habitat creation - wetland Public realm / station car parking 	<ul style="list-style-type: none"> Public Right of Way - existing Public Right of Way - closed Public Right of Way - proposed Balancing pond (indicative) Drainage attenuation tank (below ground) Preliminary utilities diversion
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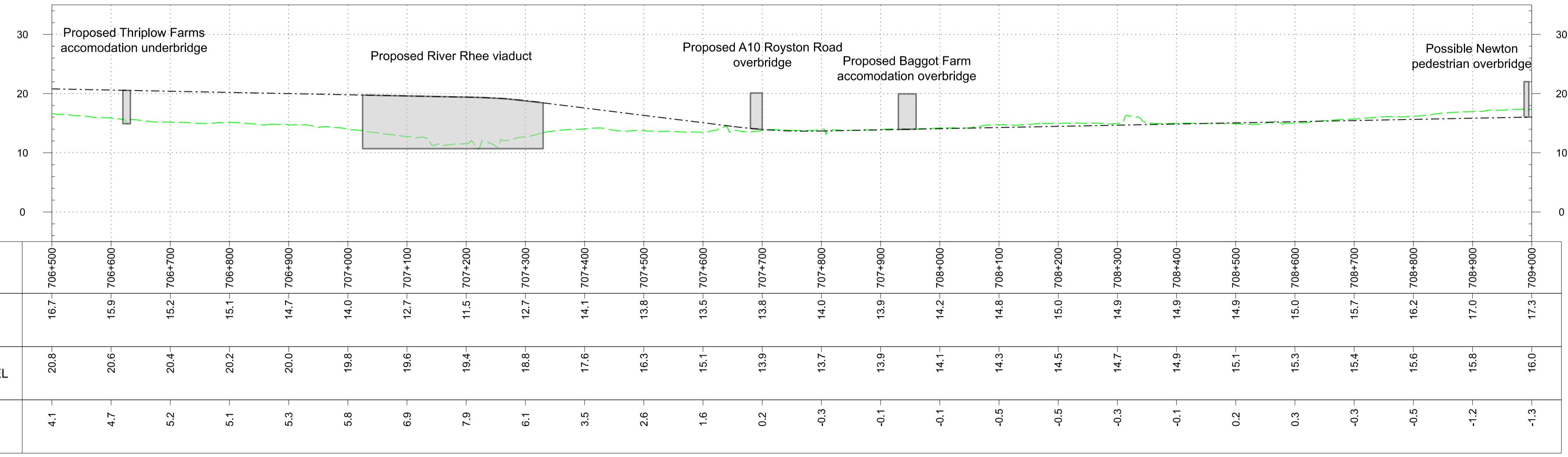
Project East West Rail Oxford to Cambridge			
Drawing Title DCO Non-Statutory Consultation Comberton to Shelford Route Section 7 Sheet 4 Option 1		One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.	
Designed MWJV	Signed JS	Checked M.KYNOCH	Signed MK
Drawn J.SYMONDS	Date 04/11/24	Approved M.PENFOLD	Date 04/11/24
Scale(s) 1:5000	Status Information	Suitability Code S2	Sheet 64 of 76
Drawing Number 133735-MWJ-Z0-XXX-DRG-CSE-700004			Revision P02



PLAN
SCALE 1:5000 @ A1

- Profile Legend:
- EWR vertical alignment
 - - - Existing vertical alignment
 - Existing ground

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PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	01/11/24	Prepared for Non-Statutory Consultation	JS	JS	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

Legend/Notes

- Draft Order Limits
- EWR alignment
- Chainage (metres)
- Permanent highway (public and private)
- EWR existing alignment (by others)
- Construction zone (by others)
- Engineering earthworks (embankment)
- Engineering earthworks (cutting)
- Landscape mitigation earthworks (embankment)
- Landscape mitigation earthworks (cutting)
- Construction & logistic sites
- Telecoms compound
- Traction power compound
- Bridges and retaining walls
- Noise mitigation (indicative)
- Station or other building
- Utilities construction zone
- Habitat creation - woodland
- Habitat creation - hedgerow
- Habitat creation - scrub
- Habitat creation - grassland
- Habitat creation - wetland
- Public realm / station car parking
- Public Right of Way - existing
- Public Right of Way - closed
- Public Right of Way - proposed
- Balancing pond (indicative)
- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Project
East West Rail Oxford to Cambridge

Drawing Title
**DCO Non-Statutory Consultation
Comberton to Shelford
Route Section 7
Sheet 3 Option 4**

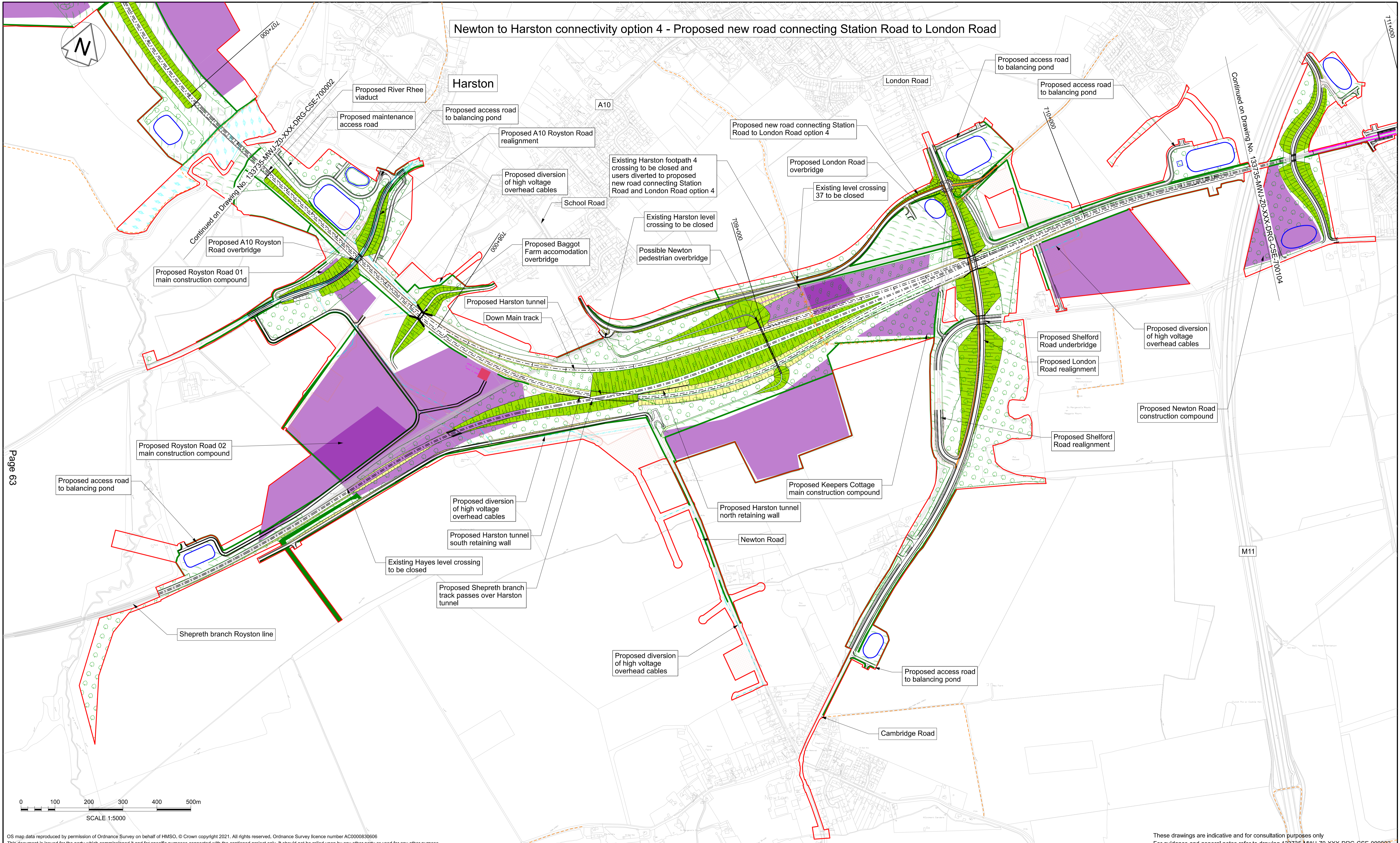
east west RAIL

Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE.
 WSP House, Chancery Lane, London, WC2A 1AF.

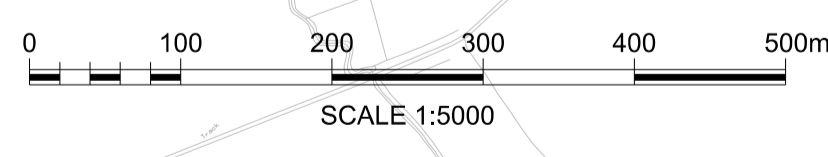
Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	09/09/24	M.KYNOCH	MK	04/11/24
Drawn	J.SYMONDS	Date	Approved	MP	Date
	JS	04/11/24	M.PENFOLD	MP	04/11/24

Scale(s) 1:5000
 Status Information
 Drawing Number 133735-MWJ-Z0-XXX-DRG-CSE-700103
 Sheet 66 of 76
 Revision P02

Newton to Harston connectivity option 4 - Proposed new road connecting Station Road to London Road



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Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

<ul style="list-style-type: none"> — Draft Order Limits - - - EWR alignment 100+000 Chainage (metres) — Permanent highway (public and private) - - - EWR existing alignment (by others) □ Construction zone (by others) 	<ul style="list-style-type: none"> ▨ Engineering earthworks (embankment) ▨ Engineering earthworks (cutting) ▨ Landscape mitigation earthworks (embankment) ▨ Landscape mitigation earthworks (cutting) 	<ul style="list-style-type: none"> ■ Construction & logistic sites ■ Telecoms compound ▨ Traction power compound — Bridges and retaining walls ▨ Noise mitigation (indicative) ■ Station or other building ▨ Utilities construction zone 	<ul style="list-style-type: none"> ▨ Habitat creation - woodland ▨ Habitat creation - hedgerow ▨ Habitat creation - scrub ▨ Habitat creation - grassland ▨ Habitat creation - wetland ▨ Public realm / station car parking 	<ul style="list-style-type: none"> - - - Public Right of Way - existing - x - x - Public Right of Way - closed — Public Right of Way - proposed ○ Balancing pond (indicative) ▨ Drainage attenuation tank (below ground) — Preliminary utilities diversion
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Project
East West Rail
Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
Comberton to Shelford
Route Section 7
Sheet 3a Option 4

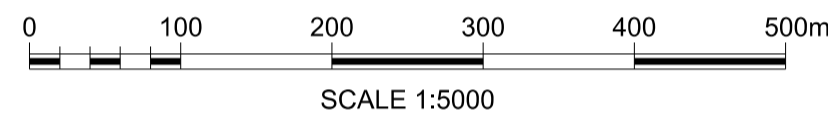
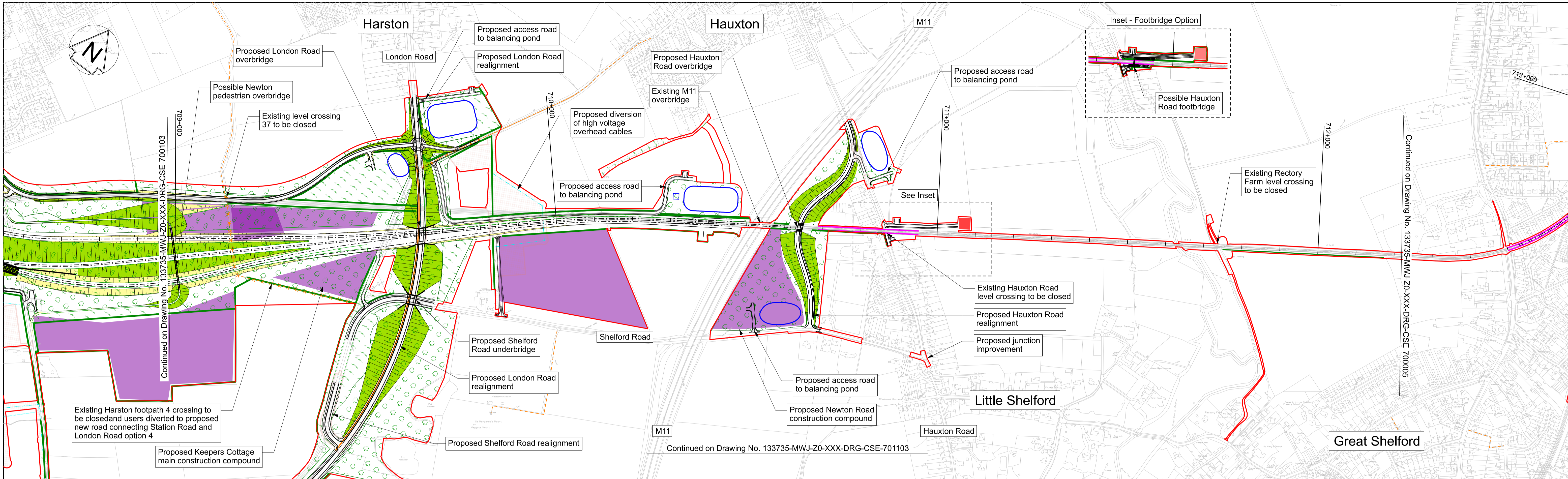
east west RAIL

Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE.
WSP House, Chancery Lane, London, WC2A 1AF.

Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	04/11/24	M.KYNDOCH	MK	04/11/24
Drawn	J.SYMONDS		Approved	M.PENFOLD	MP

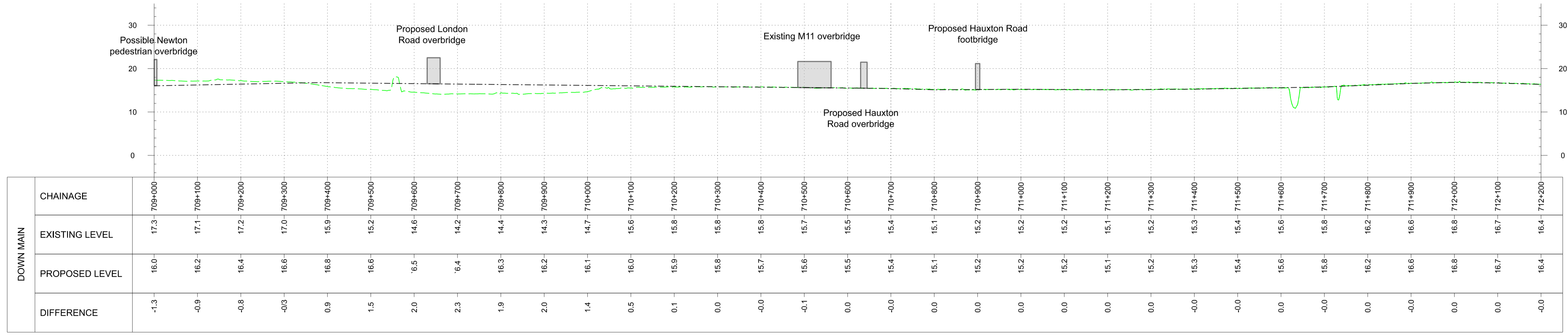
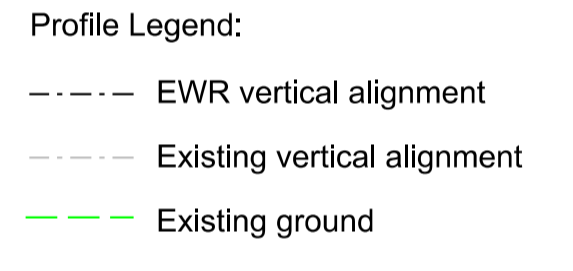
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Status: Information
Sutability Code: S2
Sheet: 71 of 76
Revision: P02

Drawing Number: 133735-MWJ-Z0-XXX-DRG-CSE-701103



PLAN
SCALE 1:5000 @ A1

Page 64



PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Legend/Notes

- Draft Order Limits
- EWR alignment
- Chainage (metres)
- Permanent highway (public and private)
- EWR existing alignment (by others)
- Construction zone (by others)
- Engineering earthworks (embankment)
- Engineering earthworks (cutting)
- Landscape mitigation earthworks (embankment)
- Landscape mitigation earthworks (cutting)
- Construction & logistic sites
- Telecoms compound
- Traction power compound
- Bridges and retaining walls
- Noise mitigation (indicative)
- Station or other building
- Utilities construction zone
- Habitat creation - woodland
- Habitat creation - hedgerow
- Habitat creation - scrub
- Habitat creation - grassland
- Habitat creation - wetland
- Public realm / station car parking
- Public Right of Way - existing
- Public Right of Way - closed
- Public Right of Way - proposed
- Balancing pond (indicative)
- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Project: East West Rail Oxford to Cambridge

Drawing Title: DCO Non-Statutory Consultation Comberton to Shelford Route Section 7 Sheet 4 Option 4

Designed: MWJV	Signed: JS	Date: 10/09/24	Checked: M.KYNOCH	Signed: MK	Date: 04/11/24
Drawn: J.SYMONDS	Signed: JS	Date: 04/11/24	Approved: M.PENFOLD	Signed: MP	Date: 04/11/24
Scale(s): 1:5000	Status: Information	Suitability Code: S2	Sheet: 67	of 76	Revision: P02

Drawing Number: 133735-MWJ-Z0-XXX-DRG-CSE-700104

Project: East West Rail Oxford to Cambridge

Drawing Title: DCO Non-Statutory Consultation Comberton to Shelford Route Section 7 Sheet 4 Option 4

Scale(s): 1:5000

Status: Information

Suitability Code: S2

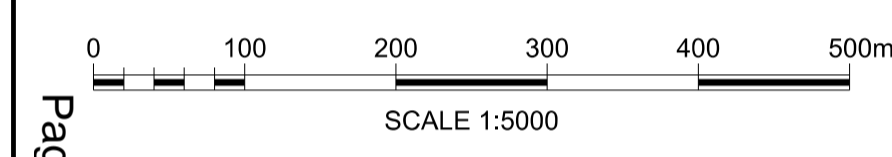
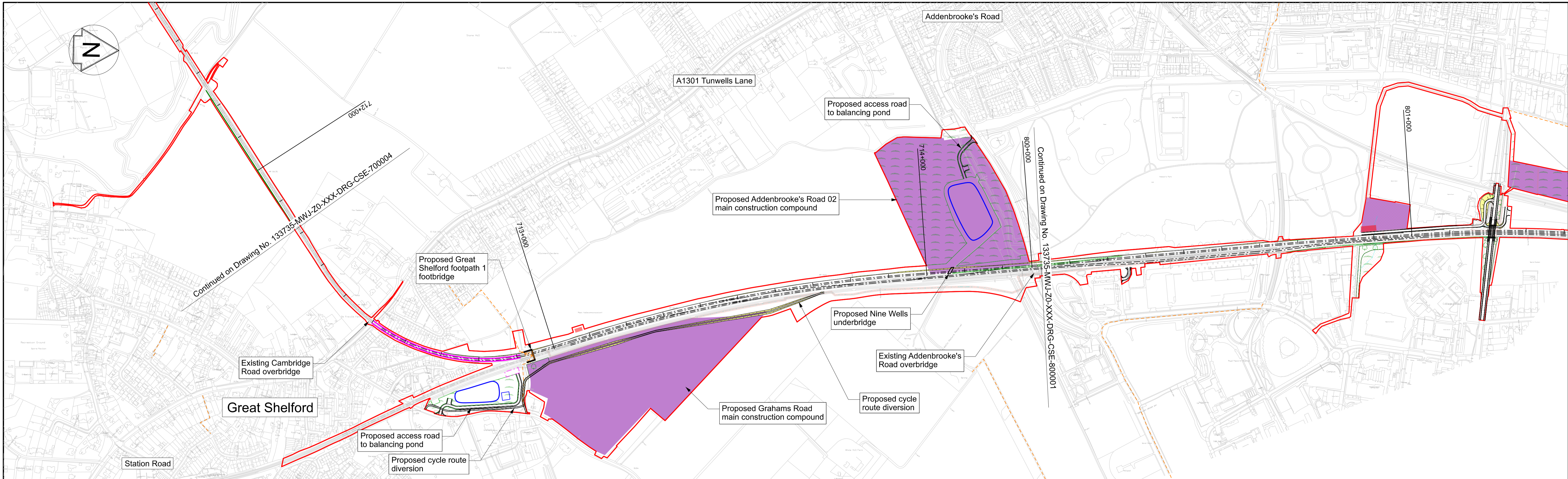
Sheet: 67 of 76

Revision: P02

Drawing Number: 133735-MWJ-Z0-XXX-DRG-CSE-700104

Project Location: One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB

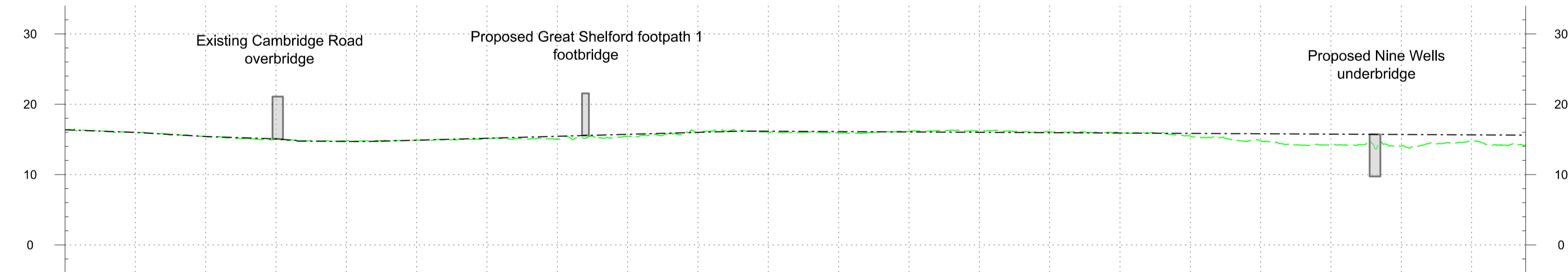
Project Location: Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.



PLAN
SCALE 1:5000 @ A1

Page 65

- Profile Legend:
- - - EWR vertical alignment
 - - - Existing vertical alignment
 - - - Existing ground



DOWN MAIN	CHAINAGE	712+400	712+300	712+400	712+500	712+600	712+700	712+800	712+900	713+000	713+100	713+200	713+300	713+400	713+500	713+600	713+700	713+800	713+900	714+000	714+100	714+200
	EXISTING LEVEL	16.4	16.0	15.4	15.1	14.8	14.9	15.1	15.0	15.4	16.0	16.0	15.9	16.1	16.2	16.1	15.9	15.5	14.8	14.2	14.1	14.7
	PROPOSED LEVEL	16.4	16.0	15.4	15.1	14.7	14.9	15.2	15.4	15.7	16.0	16.2	16.1	16.1	16.0	16.0	15.9	15.9	15.8	15.8	15.7	15.6
	DIFFERENCE	-0.0	0.0	-0.0	0.0	-0.1	0.0	0.0	0.4	0.3	0.0	0.2	0.2	-0.1	-0.2	-0.2	-0.0	0.4	1.0	1.5	1.6	1.0

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

Legend/Notes

- Draft Order Limits
- EWR alignment
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- Engineering earthworks (cutting)
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- Traction power compound
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- Public realm / station car parking
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- Public Right of Way - closed
- Public Right of Way - proposed
- Balancing pond (indicative)
- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Project
East West Rail
 Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
 Comberton to Shelford
 Route Section 7
 Sheet 5

east west RAIL

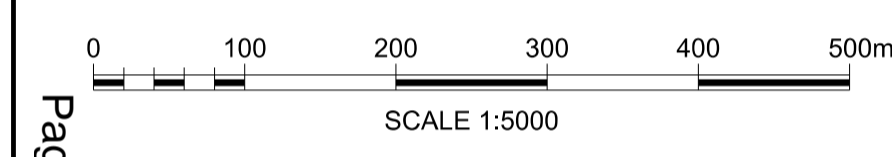
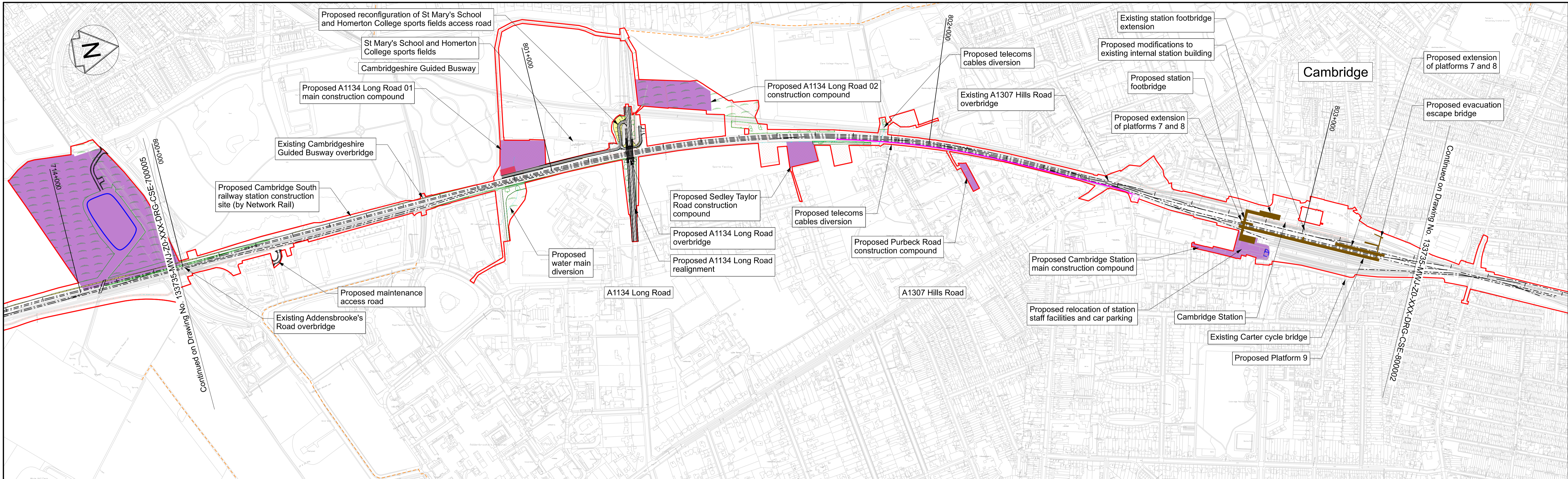
Mott MacDonald JV

One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB
 Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.

Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	04/11/24	M.KYNOCH	MK	04/11/24
Drawn	Status	Date <th>Approved</th> <th>Signed</th> <th>Date</th>	Approved	Signed	Date
J.SYMONDS	Information	04/11/24	M.PENFOLD	MP	04/11/24
Scale(s)	1:5000			Suitability Code	S2
Drawing Number	133735-MWJ-ZO-XXX-DRG-CSE-700005			Revision	P02

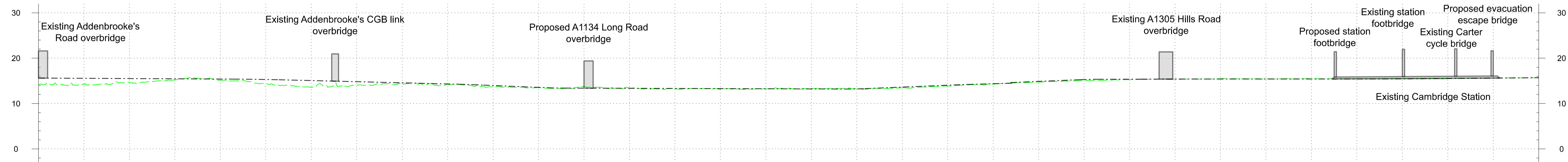
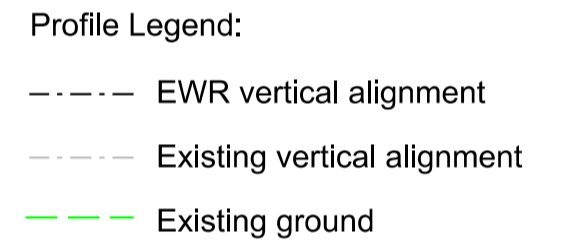
65 of 76

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PLAN
SCALE 1:5000 @ A1

Page 67



CHAINAGE	EXISTING LEVEL	PROPOSED LEVEL	DIFFERENCE
800+000	14.2	15.6	1.4
800+100	14.2	15.6	1.3
800+200	14.7	15.5	0.8
800+300	15.2	15.5	0.2
800+400	15.2	15.4	0.2
800+500	14.5	15.3	0.8
800+600	13.6	15.1	1.5
800+700	14.0	14.8	0.8
800+800	14.3	14.6	0.3
800+900	14.3	14.3	0.1
801+000	13.7	14.0	0.3
801+100	13.5	13.6	0.1
801+200	13.8	13.4	-0.4
801+300	13.4	13.4	-0.1
801+400	13.3	13.3	0.1
801+500	13.2	13.3	0.1
801+600	13.2	13.3	0.0
801+700	13.3	13.2	-0.1
801+800	13.2	13.2	-0.0
801+900	13.5	13.6	0.1
802+000	13.9	14.0	0.2
802+100	14.3	14.4	0.1
802+200	14.7	14.9	0.2
802+300	15.1	15.3	0.2
802+400	15.3	15.4	0.1
802+500	15.3	15.4	0.1
802+600	15.5	15.4	-0.1
802+700	15.4	15.4	0.0
802+800	15.4	15.4	0.0
802+900	15.4	15.4	-0.0
803+000	15.4	15.4	0.0
803+100	15.5	15.5	0.0
803+200	15.6	15.6	-0.0
803+300	15.7	15.7	-0.0

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

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- Landscape mitigation earthworks (cutting)
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- Habitat creation - wetland
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- Public Right of Way - closed
- Public Right of Way - proposed
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- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Project
East West Rail
Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
Cambridge
Route Section 8
Sheet 1

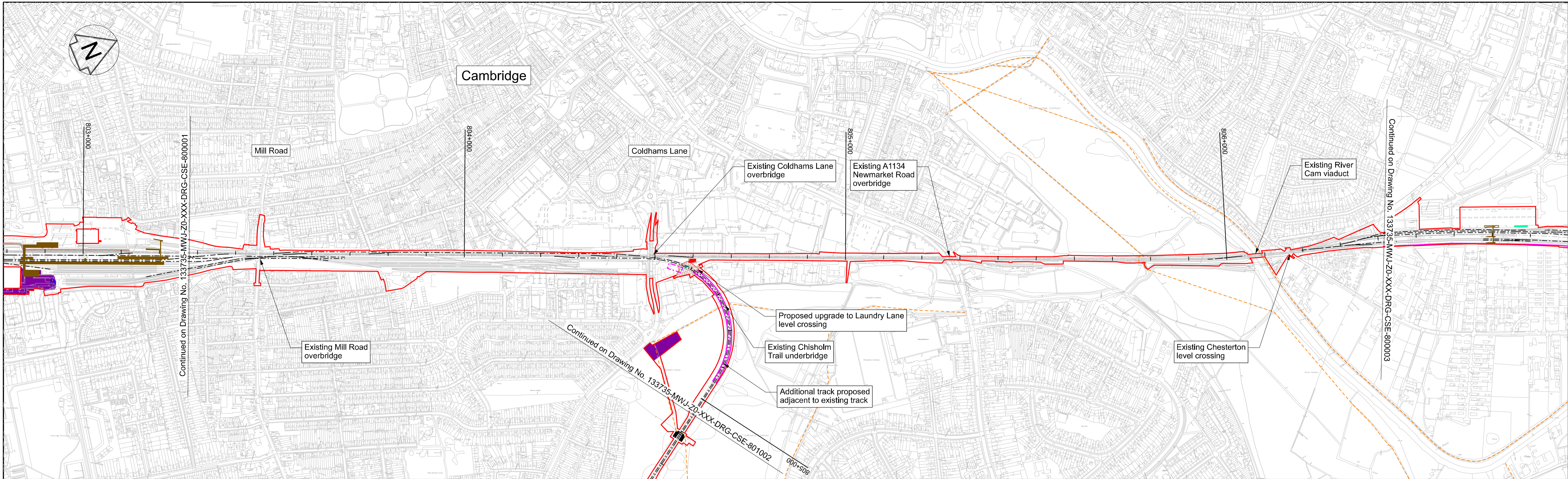
One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB

Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.

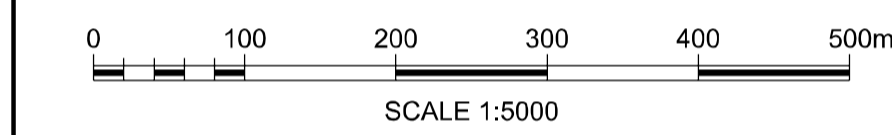
Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	04/11/24	M.KYNOCH	MK	04/11/24
Drawn	Status	Date	Approved	Signed	Date
J.SYMONDS	Information	04/11/24	M.PENFOLD	MP	04/11/24

Scale(s): 1:5000
Drawing Number: 133735-MWJ-ZO-XXX-DRG-CSE-800001

Suitability Code: S2
Revision: P02
72 of 76

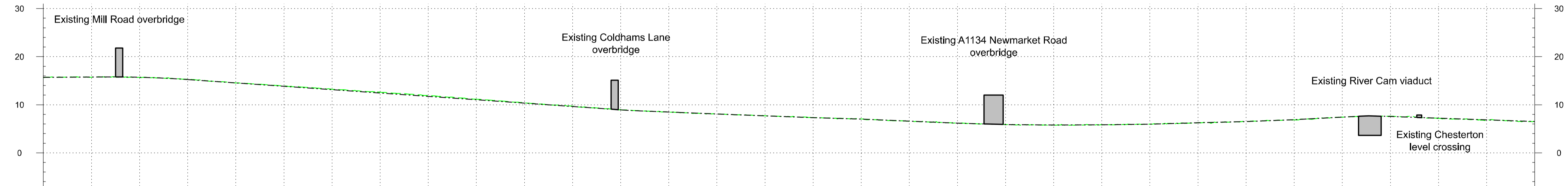


PLAN
SCALE 1:5000 @ A1



Profile Legend:
 - - - EWR vertical alignment
 - - - Existing vertical alignment
 - - - Existing ground

Page 68



DOWN MAIN	CHAINAGE	803+300	803+400	803+500	803+600	803+700	803+800	803+900	804+000	804+100	804+200	804+300	804+400	804+500	804+600	804+700	804+800	804+900	805+000	805+100	805+200	805+300	805+400	805+500	805+600	805+700	805+800	805+900	806+000	806+100	806+200	806+300	806+400
	EXISTING LEVEL	15.7	15.7	15.7	15.3	14.5	13.9	13.2	12.6	11.9	11.2	10.4	9.7	9.0	8.4	8.1	7.7	7.3	7.0	6.6	6.2	5.9	5.8	5.8	6.0	6.3	6.5	6.9	7.4	7.5	7.3	6.9	6.7
	PROPOSED LEVEL	15.7	15.8	15.7	15.2	14.5	13.8	13.1	12.4	11.7	11.0	10.3	9.6									SAME AS EXISTING								7.3	7.0	6.6	
	DIFFERENCE	-0.0	0.0	0.0	-0.0	0.0	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1																	0.0	0.1	-0.1	

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	10/06/24	Prepared for Information	JS	MP	
P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

Legend/Notes

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- Habitat creation - wetland
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- Public Right of Way - closed
- Public Right of Way - proposed
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- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Project
East West Rail
Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
Cambridge
Route Section 8
Sheet 2

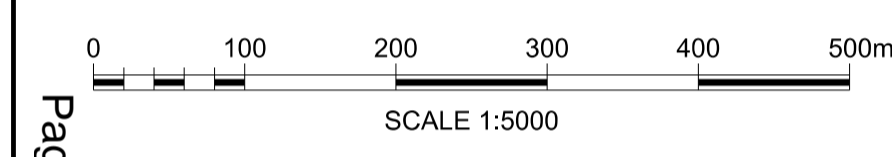
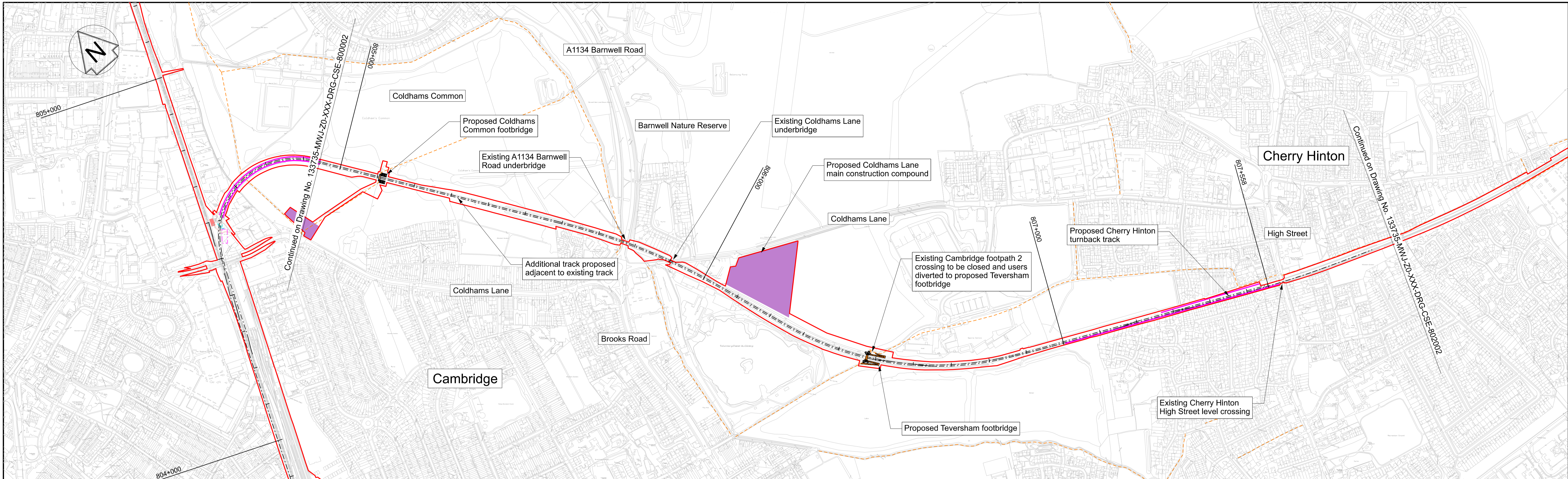
east west RAIL

One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB

Mtll MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.

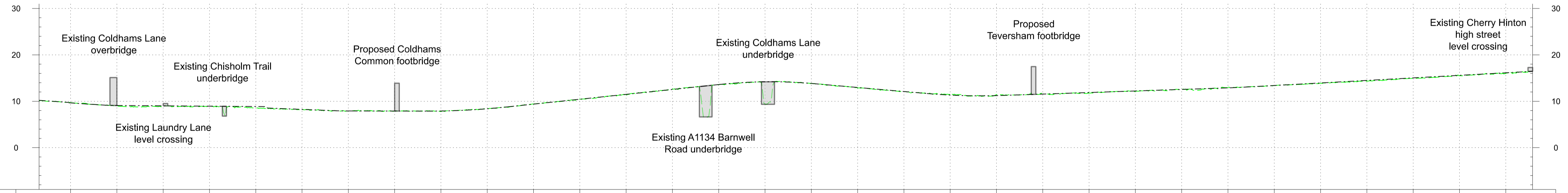
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Drawn J.SYMONDS	Signed JS	Date 04/11/24	Approved M.PENFOLD	Signed MP	Date 04/11/24
Scale(s) 1:5000	Status Information	Suitability Code S2	Sheet 73 of 76	Revision P02	

133735-MWJ-Z0-XXX-DRG-CSE-800002



PLAN
SCALE 1:5000 @ A1

Page 69



DOWN MAIN	CHAINAGE	804+400	804+500	804+600	804+700	804+800	804+900	805+000	805+100	805+200	805+300	805+400	805+500	805+600	805+700	805+800	805+900	806+000	806+100	806+200	806+300	806+400	806+500	806+600	806+700	806+800	806+900	807+000	807+100	807+200	807+300	807+400	807+500
	EXISTING LEVEL	9.7	9.1	9.0	8.9	8.5	8.3	7.9	7.9	7.8	8.4	9.4	10.4	11.3	12.6	13.6	9.4	13.9	12.9	12.0	11.5	11.4	11.6	11.8	12.1	12.5	13.0	13.4	13.9	14.3	14.9	15.5	16.0
	PROPOSED LEVEL	9.6	9.1	9.0	8.9	8.9	8.2	7.9	7.9	7.9	8.4	9.4	10.4	11.5	12.5	13.6	14.2	13.8	13.0	12.1	11.3	11.2	11.5	11.9	12.2	12.6	12.9	13.4	13.9	14.5	15.0	15.6	16.1
	DIFFERENCE	-0.1	0.0	0.0	0.1	0.4	-0.0	0.0	-0.0	0.1	-0.0	-0.0	0.0	0.1	-0.0	0.0	4.8	-0.0	0.1	0.1	-0.2	-0.2	-0.0	0.1	0.1	0.1	-0.1	0.0	0.1	0.2	0.1	0.1	0.1

PROFILE
SCALE H:1:5000 V:1:500 @ A1

Profile Legend:
 - - - EWR vertical alignment
 - - - Existing vertical alignment
 - - - Existing ground

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P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

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- Habitat creation - grassland
- Habitat creation - wetland
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- Drainage attenuation tank (below ground)
- Preliminary utilities diversion

Project
East West Rail
 Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
 Cambridge
 Route Section 8
 Sheet 2a

east west RAIL

Mott MacDonald JV

One Grafton Mews, Midsummer Boulevard, Milton Keynes, Buckinghamshire, MK9 1FB

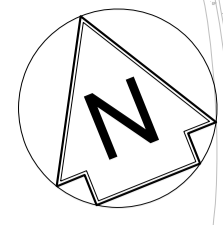
Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.

Designed	Signed	Date	Checked	Signed	Date
MWJV	JS	04/11/24	M.KYNOCH	MK	04/11/24

Drawn	Status	Suitability Code	Sheet
J.SYMONDS	Information	S2	75 of 76

Drawing Number: 133735-MWJ-Z0-XXX-DRG-CSE-801002

Revision: P02



Cherry Hinton

Fulbourn

Existing Fulbourn Old Drift level crossing

Proposed telecoms compound

Gazelle Way

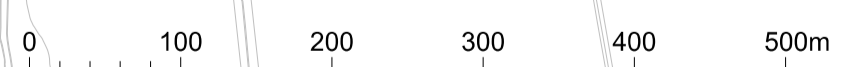
Fulbourn Old Drift

Existing Yarrow Road level crossing

Yarrow Road

807-458
Continued on Drawing No. 133735-MWJ-Z0-XXX-DRG-CSE-801002

Page 70



SCALE 1:5000

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P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

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 - - - EWR alignment
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- Landscape mitigation earthworks (embankment)
- Landscape mitigation earthworks (cutting)

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- Traction power compound
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- Public Right of Way - existing
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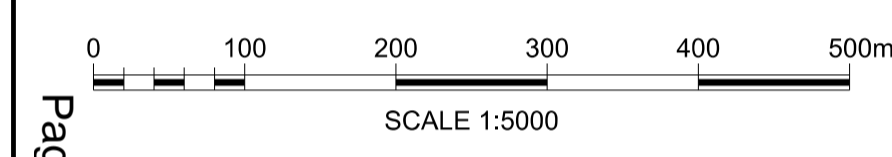
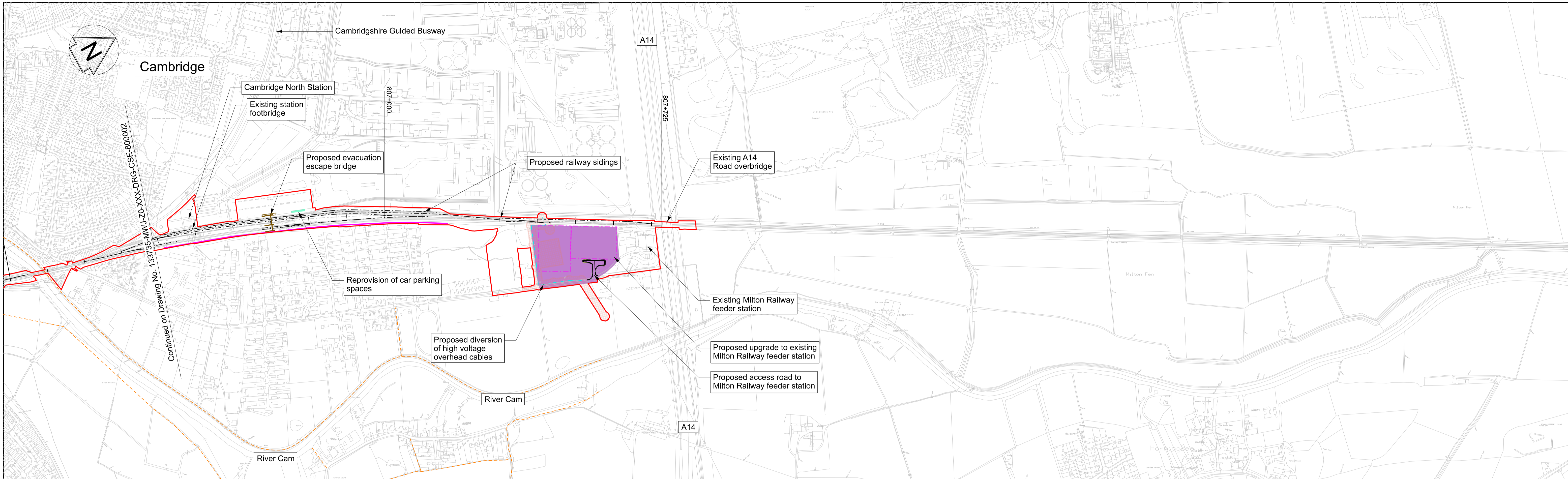
Project
**East West Rail
Oxford to Cambridge**

Drawing Title
**DCO Non-Statutory Consultation
Cambridge
Route Section 8
Sheet 2b**

Designed MWJV		Signed JS		Date 04/11/24		Checked M.KYNOCH		Signed MK		Date 04/11/24	
Drawn J.SYMONDS		Signed JS		Date 04/11/24		Approved M.PENFOLD		Signed MP		Date 04/11/24	
Scale(s) 1:5000		Status Information		Sutability Code S2		76 of 76		Revision P02			
Drawing Number 133735-MWJ-Z0-XXX-DRG-CSE-802002											

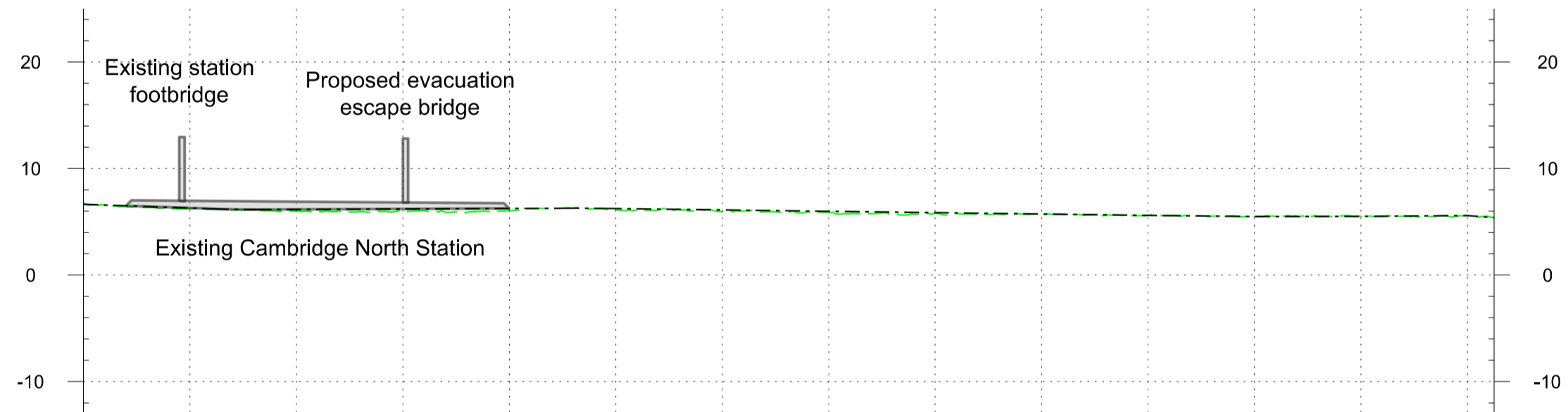


One Grafton Mews, Midsummer Boulevard, Milton Keynes, MK9 1FB
Mott MacDonald House, 8-10 Sydenham Road, Croydon, CR20 2EE, WSP House, Chancery Lane, London, WC2A 1AF.



PLAN
SCALE 1:5000 @ A1

- Profile Legend:
- EWR vertical alignment
 - - - Existing vertical alignment
 - Existing ground



DOWN MAIN	CHAINAGE	806+400	806+500	806+600	806+700	806+800	806+900	807+000	807+100	807+200	807+300	807+400	807+500	807+600	807+700
	EXISTING LEVEL	6.7	6.2	6.0	6.0	6.0	6.2	6.0	5.9	5.8	5.7	5.6	5.5	5.5	5.6
	PROPOSED LEVEL	6.6	6.3	6.2	6.2	6.3	6.2	6.1	6.0	5.9	5.7	5.6	5.5	5.5	5.6
	DIFFERENCE	-0.1	0.1	0.2	0.2	0.2	0.1	0.2	0.1	1.0	0.0	-0.0	0.0	-0.0	-0.0

PROFILE
SCALE H:1:5000 V:1:500 @ A1

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Legend/Notes

—	Draft Order Limits	▨	Engineering earthworks (embankment)	■	Construction & logistic sites	🌳	Habitat creation - woodland	---	Public Right of Way - existing
---	EWR alignment	▨	Engineering earthworks (cutting)	■	Telecoms compound	🌳	Habitat creation - hedgerow	-x-x-	Public Right of Way - closed
100+000	Chainage (metres)	▨	Landscape mitigation earthworks (embankment)	▭	Traction power compound	🌳	Habitat creation - scrub	---	Public Right of Way - proposed
—	Permanent highway (public and private)	▨	Landscape mitigation earthworks (cutting)	▭	Bridges and retaining walls	🌳	Habitat creation - grassland	○	Balancing pond (indicative)
---	EWR existing alignment (by others)	▨	Construction zone (by others)	▭	Station or other building	🌳	Habitat creation - wetland	▭	Drainage attenuation tank (below ground)
---	Construction zone (by others)	▨		▭	Utilities construction zone	🌳	Public realm / station car parking	---	Preliminary utilities diversion

Project

East West Rail
Oxford to Cambridge

Drawing Title
DCO Non-Statutory Consultation
Cambridge
Route Section 8
Sheet 3

Designed	MWJV	Signed	JS	Date	04/11/24	Checked	M.KYNOCH	Signed	MK	Date	04/11/24
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These drawings are indicative and for consultation purposes only
 For guidance and general notes refer to drawing 133735-MWJ-Z0-XXX-DRG-CSE-000002

east west RAIL

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Scale: 1:5000

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P02	04/11/24	Prepared for Non-Statutory Consultation	JS	MB	MP

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Appendix B

Working draft: EWR Non-Statutory Consultation - Technical Comments

This document sets out comments by Cambridge City Council (**the Council**) regarding EWR Co.'s Non-Statutory Consultation for the East West Rail (EWR) proposal.

The below table sets out comments across a number of topic areas:

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
AQ.1	Air Quality (CCC)	Environmental Update Report Technical Report Our approach to freight factsheet Transport Update Report	<p>Whilst it is acknowledged that the proposal is primarily a passenger railway with a current commitment to discontinuous electrification (to be confirmed at statutory consultation), clarification is required in relation to freight trains and/or potential for other diesel engines operating on both new and existing stretches of the line.</p> <p>Adequate information is required to establish whether the proposals could trigger the need for Local Air Quality Management (LAQM) assessment in the medium operational term given the complexities most notably of moving freight away from dependency on diesel trains, and whether any wider modelling or monitoring is required.</p> <p>The Council would expect impact on minor roads around Cambridge Station to be considered as part of the assessment and if applicable modelling completed, notably Great Northern Road which is the primary access route for vehicles entering the station.</p>	Detailed information required on forecast for potential freight train movements, and any changes to the network proposed that could lead to freight trains being stationary and/or any other potential diesel movements.
A.1	Archaeology	The Council is not the statutory consultee for this subject area. EWR are expected to consult Cambridgeshire County Council on this matter regarding the proposal (the site and any associated infrastructure that falls within Cambridgeshire County Council's administrative boundary. The Council would defer to Cambridgeshire County Council for a detailed response. However, the Council reserves the right to comment on this subject through technical working groups and future consultation.		
B.1	Biodiversity	Fact Sheet - Our approach to Nature	There is very little information within the document other than the fact that ecological records have been acquired, ecological surveys are underway, and that the project is committed to a 10% net gain in biodiversity. The Council welcomes the commitment to a 10% net gain as a mandatory requirement for 10% net gain for Nationally Important Infrastructure Projects is not likely to become law until late in 2025. However, locally all infrastructure projects have been encouraged, and many are delivering 20% net gain. The Council would encourage EWR to do the same and leave a lasting positive impact to the biodiversity in the area.	Increase the minimum biodiversity net gain target to 20% to match all recent infrastructure projects within South Cambridgeshire District and Cambridge City Council areas.
B.2	Biodiversity	Environment Update Report	<p><u>Section 4.5.12 – Nature-focused surveys</u> The document states that the project has undertaken approximately 4500 ecological surveys since 2020; although, it does not qualify which section(s) of the route this relates to. The Council would expect the data presented within and supporting the EIA process to be up to date, relevant and complete. If there are ecological features that have been under surveyed (e.g., reduced number of bat surveys) the reasons why this has happened should be clearly explained, and sufficient adjustments made to the analysis to account for this. Incomplete survey data could be used as reason for objection/refusal if unqualified.</p>	Provide sufficient data and analysis of all ecological constraints. All data should be collected using the latest best practice guidance.
B.3	Biodiversity	Environment Update Report	<p><u>Section 12 - Cambridge</u> The new train turnback facility along the Newmarket Line will pass through the centre of Coldham's Common County Wildlife Site. The site is designated due to both the neutral grassland indicator species and its mosaic of habitats including grassland, woodland, and scrub. The railway embankment is included within the County Wildlife Site boundary and contains woodland and scrub. There is no indication of what working corridor will be required to facilitate the re-instatement of the second line and electrification of the line through the County Wildlife Site, nor if there will be a permanent loss of vegetation along the embankment, or what measures will be taken to regenerate habitats once works are complete. Given the status of Coldham's Common as a County Wildlife Site - its public accessibility - works in this area are likely to be controversial if not properly assessed or mitigated.</p>	Provide sufficient data and analysis of all ecological constraints. All data should be collected using the latest best practice guidance.

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
B.4	Biodiversity	Environment Update Report	<u>Section 12 – Cambridge</u> A replacement bridge at Long Road, new lines, and electrification will be added to the stretch of existing railway north of the new Cambridge South station towards Cambridge station. This will pass adjacent to the Triangle North of Long Road County Wildlife Site, designated for a rare vascular plant <i>Torilis arvensis</i> . Assessment of potential impact to the County Wildlife Site and its key features will need to be included within and analysis, and suitable mitigation provided.	Provide sufficient data and analysis of all ecological constraints. All data should be collected using the latest best practice guidance.
B.5	Biodiversity	Environment Update Report	<u>Section 13.5 - Combined impacts and effects</u> The Council welcome EWR Co.'s commitment to undertake and Habitats Regulations Assessment (HRA) and understand the ecological impacts of the project on the wider ecological environment. All assessments must follow best practice guidance, and if a deviation is unavoidable, then a clear explanation of why methods have deviated, and explanation of how they are accounted for within the analysis. EWR Co.'s commitment to follow the forthcoming guidance on Biodiversity Net Gain (BNG) and NSIP developments is welcomed. All on and offsite BNG habitat creation and enhancement should be secured through a S106 with the relevant authority. The Council would also point the developer to the Greater Cambridge Biodiversity Supplementary Planning Document which looks for larger developments, such as EWR, to aim for 20% net gain.	Provide sufficient data and analysis of all ecological constraints. All data should be collected using the latest best practice guidance.
CC.1	Climate and carbon	Fact Sheet - Our approach to powering the trains	The preference for the use of discontinuous electrification subject to further work, with full electrification being the baseline position assumed in these proposals, is welcomed. It is noted that in the interim some services will temporarily use diesel passenger trains until overhead electrification has been installed, with the Environmental Update Report noting that this may be until all construction through to Cambridge has been completed. The Council considers it important that a fixed end date for the use of diesel trains, both passenger and freight, is committed to, in order to ensure that EWR is consistent with the requirements of the Climate Change Act and Department for Transport's (DfT) own commitments to end diesel only trains on the rail network.	Outline and quantify how and when the use of diesel for freight and passenger services will reduce carbon emissions and meet the DfT commitments.
CC.1	Climate and carbon	Environmental Update Report	<u>Section 13.2 – Carbon</u> The general approach to considering the impacts on climate change, notably related to carbon emissions as part of the Environmental Statement is noted. However, given the high-level nature of the information provided as part of the non-statutory consultation, the Council would request early sight of detailed assessment of carbon and the mitigation measures proposed to reduce the impacts associated with construction of the railway and associated structures. The Council would support the use of materials with low embodied carbon wherever possible and would recommend that where new or replacement habitats are proposed, consideration be given to how the carbon sequestration potential of these habitats could be maximised.	Provide further detail on the assessment of carbon as part of the construction and operational phases of the proposed development, along with mitigation measures.
CC.2	Climate and carbon	Environmental Update Report	It will be important to understand how the wider climate impacts will be considered as part of the Environment Statement, noting that flood risk is already considered. This should include the consideration of wider climate impacts and resilience measures, for example the impacts of heat during the construction phase and also on the operation of the railway, so it will be important for us to understand how this will be considered as part of the Environmental Statement.	Provide further information on how climate resilience and climate impacts beyond just flood risk is being factored into the Environmental Statement.
CC.3	Climate and carbon	Environmental Update Report	Water scarcity is a considerable issue facing the region, so as part of the consideration of the impacts of the proposed development on water resources, it will be important to consider whether construction and operational impacts on potable water supplies in terms of creating additional demands on water resources and to develop mitigation measures to minimise any requirements.	Consider water resource demand generated by both the construction and operational phases of EWR as part of the ES and identify appropriate mitigation measures.
CC.2	Climate and Carbon	Technical Report	<u>Section 14.1 – Proposal for powering the trains</u> It is noted that the development of the EWR project will require works to make grid connections to bring power supply to the railway as well as realigning and diverting existing utilities supplies. This includes substation upgrades north of Cambridge. Work is currently underway to develop a Local Area Energy Plan (LAEP) for Cambridgeshire. As part of this work, it will be important to ensure that the electricity infrastructure requirements of EWR are factored into the growth scenarios that the LAEP will need to support.	EWR Co. to engage in the development of the LAEP and share relevant data with the Council to ensure that the power requirements of the project are considered as part of the wider transition of energy infrastructure across Cambridgeshire to support net zero carbon.

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
C.1	Communities (Strategic Sites)	Technical Report	<p><u>Section 13.3 – North of Cambridge station</u> The EWR proposals north of the Fen Road level crossing are very close to the major development area at North East Cambridge, which lies west of the Cambridge to Ely line and may even encroach on some areas development sites (e.g., the North East Cambridge proposals include a foot/cycle bridge over the railway line landing in the middle of the proposed EWR sub-station (Milton Feeder station). The impacts of the EWR proposals on the proposed NEC development needs to be fully assessed and mitigated, and the Council would like to explore whether the proposals can be delivered together.</p> <p><i>See figures 10 and 30 of the Proposed Submission North East Cambridge Area Action Plan, Regulation 19 (November 2021).</i></p>	Early discussions with the Council to establish the relationship of proposals to the development site, and opportunities for coordinated delivery of infrastructure
C.2	Communities	Technical Report	<p><u>Section 13.3 – North of Cambridge station</u> Clarification needed on whether the proposed replacement for two train sidings from Cambridge Station will be re-provided at Chesterton Sidings at Cambridge North station, and whether this will increase the barrier downtime at Fen Road level crossing (note: the use of the level crossing is already a point of concern, having a negative impact on the communities living and working in the area, as Fen Road is the only means of access). The works proposed at Cambridge North station lie partly within the North East Cambridge Area Action Plan (NECAAP) area. This area is being replanned and include proposals to improve wider connectivity with a potential new pedestrian and cycle bridge over the railway from the Anglian Waste Water Treatment site to Chesterton Fen. It will need to be understood how the railway works in this area could impact on the deliverability of this bridge or could potentially help deliver this ambition.</p>	Early discussions with the Council are required.
C.3	Communities	Technical Report	<p><u>Section 13.4 – East of Cambridge</u> The Council notes that the EWR proposals include reconstruction of two pedestrian bridges at Coldham's Common and The Tins and identify the possibility of a train turnback siding area at Cherry Hinton.</p> <p>Comprehensive development is planned at Cambridge East with initial phases at Marleigh and Springstead village already under construction, and Marshalls' relocation of Cambridge Airport operations enabling comprehensive redevelopment of the airport site. (refer to: Policy SS/3 of the Adopted South Cambridgeshire Local Plan 2018; Policy 13 of the Adopted Cambridge Local Plan 2018; Adopted Cambridge East Area Action Plan; and Policy S/CE of the emerging Greater Cambridge Local Plan).</p> <p>The Council requests that all opportunities are taken by EWR Co. to improve active travel connectivity in the area of Cambridge East, noting that the rail line forms a significant barrier to travel between this area and the city centre; as such the Council suggests the opportunity should be taken to upgrade the pedestrian bridges at Coldham's Common and The Tins to accommodate cycles.</p> <p>Further to this, with regard to the possibility of a train turnback siding area at Cherry Hinton, the Council is keen to explore with EWR Co. and local partners the potential for a new station in the vicinity of Cambridge East, which could have a potentially transformative impact on connectivity to and from this area of the city. Any turn back at Cherry Hinton should also be future proofed so as not to preclude enhancement of the rail line east of Cambridge, which could further enable sustainable travel to and from the city.</p>	Early discussions with the Council are required.
CON.1	Consultation approach	Factsheets: Accessibility and Equalities Consultation process in general	People with English as a second language are not listed as a group around accessibility – a higher proportion are present in Cambridge due to city's population churn and tourists. Another example would be setting out how the consultation will engage with Gypsy, Roma and Traveller communities at Fen Road – some communities may not be comfortable with the venues and locations suggested for public consultation.	EWR Co. to share the Equality Impact Assessment and regularly update it throughout the consultation period. Consult well with the local voluntary and community sectors and with equalities groups. Obtain specialist advice on best practice and about asking these communities how they would like to receive information.
CON.2	Consultation approach	Route Sections	Route section plans (plan and profile drawings) are not easily read or interpreted given that a 'north-up' approach is not applied.	Provide alternative plans to ensure ease of readability.

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CL.1	Contaminated land	Environment Update Report Technical Report	Contaminated land (including the re-use of site-won soils) has been included as topic areas in these initial high-level reports and further details have been promised in the forthcoming Preliminary Environmental Information Report and, eventually, in the Environmental Statement. This early recognition and commitment to the gradual increase in the level of detail is welcomed.	No mitigation recommendations at this stage. The submission of further details at the next stage of consultation is welcomed and will allow for the Council to provide further comments.
CL.1	Contaminated land	Environment Update Report Technical Report	The Coldham's Lane proposed construction compound is on or near an active landfill site which we understand is licensed by the Environment Agency (EA). There may be land stability and unintended groundwater contamination issues which falls to the responsibility of the Environment Agency.	EWR Co. to contact the Environment Agency for feedback on the proposed location of the Coldham's Lane main construction compound.
D.1	Design	All consultation material	More details in relation to the proposed buildings and the route structure should be provided at this stage to better understand the development context and make more practical judgment on the likely impacts. Such early analyses and assessments will inform the design of these buildings and frame the created spaces.	EWR Co. to share design work on the various structures proposed and their likely impact and potential mitigation.
D.2	Design	All consultation material	EWR will have significant short and long-term impact on the existing context and emerging projects. Therefore, temporary and permanent realignment for main routes and construction work should give thought to how these routes are currently used by local people and the emerging strategic routes (e.g., C2C and CSET) and their delivery timeframe. This is essential to offer suitable alternatives for residents and avoid any conflicts with the timeframes of other projects.	EWR Co. to share an assessment of impacts with the Council at the earliest opportunity. A detailed phasing programme against which local stakeholders including the District Council's are able to input will be required to minimise disruption to existing projects and to communities and livelihoods especially during the construction phase.
D.3	Design	All consultation material	<u>Cambridge station – building design</u> Cambridge station building is a listed building and located in a sensitive location. The proposed extension and added building should consider the proposal impact upon the existing network and the immediate and wider contexts. There is very little information within the document in relation to the proposed new building sizes and the offered facilities within it and who is expected to benefit from them. The needed facilities for the increased number of passengers and their different ways of accessing the station should be further studied, make allowances for the possible emerging ways of transportation. There is a need for an adaptable approach in building design and this should be based on an understanding of the site sensitivity in historic terms.	Detailed design work to the station should be shared with the Council prior to statutory consultation.
D.4	Design	Technical Report	<u>Section 14.7.4 - Artificial lighting</u> Light pollution and human impacts of any artificial lighting levels off site including through the construction phases should be assessed in accordance with and should meet the levels recommended in the Institution of Lighting Professionals (ILPs) - 'Guidance Note 01/21 - The reduction of obtrusive light (2021)'. Additionally, ILP's 'PLG04 – Guidance on undertaking environmental lighting impact assessments (2013)' may also be relevant to the EIA. This document outlines good practice in lighting design and provides practical guidance on production and assessment of artificial lighting impacts within new developments.	EWR Co. to share further design details and an assessment of impacts with the Council at the earliest opportunity.
DD.1	Door to door connectivity	Technical Report	<u>Section 3.7 – Approach to door-to-door connectivity in design development</u> It is noted that EWR Co. are developing route-wide Door to Door Connectivity proposals. The Council would expect provision of a comprehensive network of sustainable travel routes to surrounding communities to be developed and appropriately funded. These routes should be designed to a high quality standard reflecting LTN1/20 and the higher propensity to cycle in Cambridge.	EWR Co. to engage with the Council to develop a comprehensive network sustainable travel routes and design specification.
DD.2	Door to door connectivity	Technical Report	<u>Section 13.2 - Cambridge Station (eastern access)</u> The Council supports the further exploration of a new eastern entrance at Cambridge station to improve access for existing and future residents to leisure activities, education, and employment opportunities. Integration with Cambridge Station from the east of the railway is currently limited to the existing Carter Bridge. The EWR proposals should have regard to policies in the adopted and emerging local plans for this area which support the continued and complete regeneration of vibrant, mixed-use areas of the city, centred around and accessible to a high quality and improved transport interchange (see Policies 21 and 25 of Cambridge Local Plan (2018) ; and Policy S/OA of the emerging Greater Cambridge	Consider an additional pedestrian / cycle crossing to connect Clifton Road, Cambridge. Include design ideas in future consultation and establish a means of collaborative engagement between relevant host authorities.

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			Local Plan). The Council suggests that additional connectivity should be provided further to the south, in the vicinity of Clifton Road, to provide better connectivity to the business and leisure uses within this area, avoiding a circuitous route via Hills Road bridge.	
DD.3	Door to door connectivity	Factsheets: Accessibility and Equalities Consultation process in general	<u>Train capacity</u> Consideration to be given to the capacity to carry bicycles onboard the trains – many people undertake onward commuting journeys – Cambridge has very high proportion of cyclists, as does Oxford – it is therefore reasonable to expect people to bring their bikes with them. Will there be additional cycle storage capacity provided at Cambridge station with the addition of the new platform?	Share the detail plans for the development of new cycling storage and facilities at Cambridge South station and expansion at the main Cambridge station for these facilities and check capacity.
DD.4	Door to door connectivity	Factsheets: Accessibility and Equalities Consultation process in general	Disability is mentioned in the accessibility fact sheet, but it is not clear how or who is involved in the consultation and what accommodations are being made for those who don't have digital access or can't get to the public consultations. It is not clear in the publicity whether the buildings being used for meetings are accessible.	EWR Co. to share the Equality Impact Assessment and regularly update it throughout the consultation period. Consult well with the local voluntary and community sectors and with equalities groups. Obtain specialist advice on best practice and about asking these communities how they would like to receive information.
HW.1	Health and Wellbeing (CCC)	Factsheets: Accessibility and Equalities Consultation process in general	<u>Young people and transport hubs</u> Station development should ensure interconnected travel and 'door-to-door' connectivity with regards to the needs of young commuters from outside Cambridge in particular. Cambridge has a high proportion of young people who commute to college and school from outside of the city boundary. Care should be taken to think of their needs for their daily commute and onwards travel/ travel connections, especially as young people are more likely to need to catch a bus or cycle to get to their destination during school hours.	Consideration to be given to the recent Youth Strategy by Cambridge City Council which outlines the key issues and sets out a plan of engagement with young people. Consideration should be given to the Cambridge South station area to understand the current flow of students across the city at peak hours. Engaging with local colleges and schools near new developments is essential.
HW.2	Health and Wellbeing (CCC)	Factsheets: Accessibility and Equalities Consultation process in general	Walking, cycling, and using public transport can boost physical and mental health, reduce chronic disease risk, and lowers air pollution. Planning cycle and footpaths, and creating green corridors, should be prioritised for a healthier lifestyle and cleaner environment. Illustrating how the project interacts with existing infrastructure will assist communities in understanding the relationship between the railway and sustainable travel options in their area.	Further evidence about how the project can contribute to the uptake of sustainable travel during its development and implementation by utilising the Health Impact Assessment (HIA) process is required.
HW.3	Health and Wellbeing (CCC)	Factsheets: Accessibility and Equalities Consultation process in general	The factsheets overlooked women's specific safety and accessibility needs, missing a chance to improve their travel experience. Future consultations should actively engage women and focus on human-centric design. Women are one of the largest groups of public transport users, who face well-known barriers such as station lighting, safe night-time use of public transport, and public toilet provision.	Future consultations should make significant efforts to engage women as a user group and to fully adhere to the mission of human-centric design.
H.1	Heritage	Factsheet: Approach to the Historic Environment	The factsheet states that EWR have begun the process of collating survey and archive work to understand the impacts of the proposals on the historic environment and design ways to reduce or remove impacts. The Council has not seen any detailed information on this work relating to the built heritage and so it is difficult to assess the impacts fully at this stage.	EWR Co. to share the built historic environment data and assessment of impacts with the Council at the earliest opportunity.
H.2	Heritage	Technical Report	Chapter 4 outlines the assessment factors used to inform the design development of specific elements of the project. A table is provided with Environment and Society at No 14 however there is no mention of the historic environment in the definition. Maintenance, train depots and staff facilities are proposed at intervals along the line. Potential locations for Infrastructure maintenance depots are identified at 14.6.3 with a number on the Harston to Cambridge South section of the route which has several sensitive heritage receptors. The line will be continuously fenced with the fences varying depending on whether the railway is on an embankment, cutting or at grade. Vegetation is being planned to screen the various earthworks, but the type and impact of any landscape mitigation is not detailed as the plans are still progressing. These elements are potentially harmful to the historic landscape and views and detailed information and assessment of harm from certain mitigation measures will be required. There are potential heritage impacts with the construction of the railway in terms of location and size of borrow pits, earth	EWR Co. to highlight how preserving the historic environment has informed the project. Details of the impacts and proposed mitigation to be discussed in detail and developed with the Councils and included in the EIA Detailed design of these elements to be included in the EIA.

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
			stockpiles and construction compounds. Compounds will need to be fenced and lit and assessment of these and their likely impacts/mitigation will be required in the EIA. Access roads and lighting associated with the long-term construction process also need to be assessed in relation to heritage.	
H.3	Heritage	Environmental Update Report	<p>New footbridges, viaducts, overbridges etc. EWR state that the form and shape will be designed to maximise opportunities for standardisation and reduce cost and yet at the same time it also states that the form has considered the surrounding environment and cultural context to reduce visual intrusion.</p> <p>EWR recognise that several structures will be very prominent or pass through areas of visual or cultural interest and that further architectural work will be undertaken, and details provided at statutory consultation. It is vital that these highly prominent structures are not a standard product based simply on cost issues.</p> <p>The proposed works to Cambridge station include a new platform to the east of the station, extension of two existing platforms, new footbridges, and extension of an existing footbridge. There would be modifications within the existing station building to improve user access and the station concourse would be upgraded. Other changes include extending the existing footbridge to serve the new platform 9, relocating staff areas for train crew and other operators, and building two new footbridges for passenger use and emergency evacuation.</p> <p>EWR state that any changes to the Grade II listed station building will require a full understanding of the station's architectural importance and history, with sympathetic designs being developed that reflect and respect this importance. The Council will need sight of this assessment and sympathetic designs at an early opportunity.</p>	<p>EWR to share design work on the various structures proposed and their likely impact and potential mitigation. Early engagement with the District Councils to identify key new structures and the design approach to them is required.</p> <p>Full assessment of the likely impacts on existing heritage assets and appropriate mitigation need to be explored with the District Council and included in the EIA.</p> <p>Detailed design work to the station should be shared with the Council prior to the statutory consultation.</p>
L.1	Landscape and visual impacts	Environmental Update Report (EUR) Plan & Profile Drawings	<p><u>Section 4.4.5 - Cumulative impacts</u> Detailed information on the Greater Cambridge Partnership (GCP) transport projects which are close to the proposed rail corridor is missing. The Cambourne to Cambridge busway, CSET, Sawston Greenway, Fulbourn Greenway, Cambridge eastern access and Haslingfield Greenway are all likely to be affected. New planting, drainage and mitigation implemented as part of the GCP projects should be protected and retained.</p>	Detailed information to be added to the Environmental Report/EIA and to plans.
L.2	Landscape and visual impacts	Environmental Update Report (EUR) Plan & Profile Drawings	<p><u>Section 4.4 - Cumulative impacts</u> Cumulative effects of other rail projects i.e. Cambridge South station must be included. The construction of the new station and addition of new tracks impacts on Hobsons Park, the biomedical campus and the areas south of the new station. New planting, drainage and mitigation implemented as part of the Cambridge South project should be protected and retained.</p>	Detailed information on all adjacent or connected projects and developments to be added to the Environmental Report/EIA and to plans.
L.3	Landscape and visual impacts	Technical Report Plan & Profile Drawings	<p><u>Section 5.4.8</u> This section lists other Network Rail projects and transport projects that interface with EWR – “various large residential and employment developments” are mentioned but no detail on which developments.</p>	Detailed information on all adjacent or connected projects and developments to be added to the Environmental Report/EIA and to plans.
L.4	Landscape and visual impacts	Environmental Update Report (EUR) Plan & Profile Drawings	<p><u>EUR Section 4.5 - Defining the environmental baseline</u> Information on existing trees, hedgerows and trees with Tree Preservation Orders (TPO) is missing and must be added as part of defining the baseline.</p>	Detailed information on existing trees, trees with TPO's, tree removal and retention and compensatory planting must be provided. This should be developed in partnership with the Councils and local communities.
L.5	Landscape and visual impacts	Technical Report Plan & Profile Drawings	<p><u>Technical Report Section 3.82 - Rail systems</u> The rail systems will impact on the landscape and more detail is required to appropriately assess impacts (e.g., heights and materials of overhead lines and gantries (figure 5); heights and materials of fencing (para 3.8.2.7); and lineside equipment and drainage (para 3.8.2.7)). The response to and mitigation of such impacts also needs to be discussed in detail with the Council along the route so that an optimised outcome is developed for the final design.</p>	Full details of rail systems to be provided and integrated with the design and landscape mitigation.

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L.6	Landscape and visual impacts	Technical Report Plan & Profile Drawings	<u>Technical Report Section 3.82 - Rail systems</u> <u>Technical Report Section 3.8.3.2 - Structures</u> The new railway will include construction of numerous structures, such as road bridges, retaining walls, tunnels and foot bridges. The structures are noted on the plans, but no levels or sections have been provided and there is no information on materials, design strategy and accessibility.	The Design of all new structures should be discussed with the Council prior to a final design solution being fixed. Full details of the design strategy for structures are required and full details of all structures are required including heights and materials.
L.7	Landscape and visual impacts	Technical Report Plan & Profile Drawings	<u>Cambridge South station</u> Full details of the Cambridge South station and associated landscape works including areas of planned reinstatement and restoration post construction should be added to the drawings to demonstrate any overlap between the projects and show how they are coordinated in terms of finished landscape works, impacts on Hobsons Park and CBC.	More details required including information to show adjacent transport projects and other developments which may be impacted or impact on the proposed rail corridor.
L.8	Landscape and visual impacts	Technical Report Plan & Profile Drawings	<u>Long Road replacement bridge</u> Further detail is required of the proposals for the Long Road bridge replacement including details of the impacts on trees, existing and proposed levels.	More details required including information to show adjacent transport projects and other developments which may be impacted or impact on the proposed rail corridor.
L.9	Landscape and visual impacts	Technical Report Plan & Profile Drawings	<u>Cambridge station</u> More detail is required to show the proposals for the station and how it will accommodate additional passengers. This should include any planned extensions to buildings on both sides of the railway, existing and planned entrances and access routes, proposed footbridges and lighting, cycle storage. Temporary works during construction must be planned and designed so as not to cause damage to the existing hard and soft landscape in and around Station Square.	More details required including information to show adjacent transport projects and other developments which may be impacted or impact on the proposed rail corridor.
L.10	Landscape and visual impacts	Technical Report Plan & Profile Drawings	<u>North of Cambridge station</u> The railway passes through residential areas and Coldham's Common and acoustic fencing is shown alongside the railway edge in various locations. More detail required on the heights and types of acoustic fencing and sections are required to show how it relates to existing and proposed ground levels and heights of neighbouring boundary treatments and existing planting.	More details required including information on the appearance and visual design of acoustic fences to show existing buildings/levels and consented projects which may be impacted or impact on the proposed rail corridor.
L.11	Landscape and visual impacts	Technical Report Plan & Profile Drawings	<u>Cambridge North station</u> Full details required of the Milton Railway feeder station including height and materials and impacts on views from the surrounding landscape. The site boundary includes the northern ramped approach to the cycle/pedestrian bridge over the Cam. Clarification of any works proposed here are required because this is a heavily used route.	Discussion with the Council and more details required including information to show existing properties and other developments which may be impacted or impact on the proposed rail corridor.
MW.1	Minerals and waste	The Council is not the statutory consultee for this subject area. EWR are expected to consult Cambridgeshire County Council on this matter regarding the proposal (the site and any associated infrastructure that falls within Cambridgeshire County Council's administrative boundary. The Council would defer to Cambridgeshire County Council for a detailed response. However, the Council reserve the right to comment on this subject through technical working groups and future consultation.		
NV.1	Noise and vibration (CCC)	General Requirements - Sound, noise and vibration	EWR Co. state that the assessment of noise and vibration arising from EWR proposals will be based on accepted standards and guidelines to identify significant effects. The potential for significant effects will be considered in terms of disturbance to building occupants, disruption of activities within receptors (such as laboratories – sensitive equipment) and the onset of cosmetic or structural damage to buildings or sensitive structures. Appropriate thresholds and criteria will be adopted. This approach is welcomed.	The detailed sound, noise and vibration impact, effect and significance criteria to be used should be agreed as early as possible with the Council.
NV.2	Noise and vibration (CCC)	General Requirements - Sound, noise and vibration	The EIA should consider specifically the ground-borne sound, noise and vibration, and airborne sound and noise impacts/effects, associated with the construction and operation of the proposed scheme on the health and quality of life/amenity of all sound sensitive receptors. <u>Ground-borne</u> It is agreed that ground-borne vibration created by either construction activities (such as piling and tunnelling) or operational train services may arise. Vibrations have the potential to travel through the ground to nearby buildings where it may result in the vibration of building elements floors, walls and ceilings. Low-frequency vibration, ranging in 2 and 80 Hz, can be perceived as a feelable "whole body" vibration (vibration felt human impact element) and which may also be heard as a low frequency "rumbling" (heard / aural human	The detailed sound, noise and vibration impact, effect and significance criteria to be used should be agreed as early as possible with the Council. The baseline data gathering should be comprised of objective data that describes the existing ambient / background sound and noise environment, but also information on the local sound environment, including indicators of its soundscape. Realtime baseline sound, noise and vibration monitoring locations should be agreed as early as possible.

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
			<p>impact element) called ground-borne sound / noise). Both of these should be assessed.</p> <p><u>Airborne sound and noise</u> <i>Direct operational sources:</i> During operation, airborne sound would be generated by numerous sources:</p> <ul style="list-style-type: none"> trains (engine noise, wheel/rail interaction noise, and brake sounds) power/traction/ auxiliary noise at lower speeds and general rolling noise (aerodynamic if applicable probably unlikely, and wheel track/railhead noise, level crossings, train horns, whistle boards) other (fixed) sources such as: line side equipment/plant; track/crossing alarms, electricity substations, ventilation shafts (if applicable); maintenance or stabling depots/sidings, passing loops, turnaround locations (Cherry Hinton and Fen Road) and stations (new or existing upgraded with extended and or new platforms [e.g., Cambridge Central and Public Address (PA) systems]). wheel squeal from tight curves, impact noise from open joints, etc. <p><u>Indirect: Current road and rail networks</u> The proposed scheme may also cause changes in existing local road and rail traffic flow on the current road and rail networks which should also be considered in terms of sound, noise and vibration impacts/effects.</p> <p><u>Baseline noise and vibration monitoring</u> Baseline monitoring should be gathered at locations where significant effects are likely at noise sensitive receptors. This may be initially screened by a 'desktop' baseline to identified highly sensitive locations that require real time baseline noise and vibration monitoring.</p>	
NV.3	Noise and vibration (CCC)	Fact Sheet- Construction management	<p>A draft overarching Code of Construction Practice (CoCP) is to be developed by EWR Co. and submitted as part of the DCO application. During construction, it is acknowledged that airborne sound would be generated by construction activities such as demolition, roadworks or earthworks, where machinery and breaking of hard surfaces is involved. Additional noise sources include equipment/plant, construction worksites/compounds, construction vehicles on haul routes and local roads, and changes to local road traffic flows during construction. The draft CoCP should also set out a range of sound, noise and vibration mitigation measures and principles which contractors would be required to follow when building the project, including engaging with stakeholders and the community through regular meetings.</p> <p>The proposed overarching CoCOP is welcomed and the best practical means to mitigate and minimise noise and vibration impacts/effects should be used at all times.</p> <p>It is stated that examples of the types of measures that may be included in the draft CoCP are:</p> <ul style="list-style-type: none"> Controls on working hours Wherever possible, selection and location of machinery and haul roads away from areas where they could cause disturbance Controlling noise at source, or use of noise barriers Monitoring noise and vibration to enable corrective measures where necessary 	<p>The content of the proposed CoCP should be agreed in advance and in liaison with the Council as early as possible. Additionally, specific (local) construction impacts should be assessed along the proposal in accordance with the CoCP. This is to account for the fact that sensitive receptors and their spatial locations will vary and differ from section to section as will construction methods / techniques, compounds and haul routes etc. The terminology and approach for such section specific (local) construction impact assessments should be confirmed and agreed with the Council (e.g., Local Construction Management Plans or similar wording).</p>
NV.4	Noise and vibration (CCC)	Fact Sheet - Our approach to noise and vibration / Mitigating construction noise and vibration impacts	<p>EWR Co. state that they are committed to working hard to mitigate and manage potential noise and vibration impacts and minimise the risk of disruption for people during both construction and operation of the railway. Based on early assessment work on potential noise and vibration impacts, EWR Co. has identified the areas where noise mitigation may be required along the railway. More detail on this is presented in the Consultation Document, Technical Report and Environmental Update Report. More detailed preliminary results of the assessment work will be included in the Preliminary Environmental Information Report that will be published at the statutory consultation stage.</p> <p><u>Mitigating construction noise and vibration impacts</u> EWR state that the Code of Construction Practice (CoCP) will include where appropriate the following:</p>	<p>The construction mitigation measures, and approach detailed is considered acceptable. However, the CoCP mitigation measures for construction noise and vibration impacts outlined in this Fact Sheet appear slightly different and in addition to those mentioned in the 'Fact Sheet- Construction management / Approach to the management of construction ONLY'. All should be consolidated into one single CoCP.</p> <p>Operational mitigation offsite In terms of reference to noise insulation measures (at receptors) in line with the relevant Noise Insulation Regulations (Noise Insulation Regulations (Railways and Other</p>

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
			<ul style="list-style-type: none"> Construction methods – The selection of quieter or lower vibration construction methods and equipment. On-site mitigation – Use of temporary acoustic screening. Programming of works – Scheduling of noisier works for less sensitive times of day. Off-site manufacturing – The manufacture of components off-site before installation, where possible. Off-site mitigation – Implementation of a noise insulation and temporary rehousing for those that qualify under the guidance laid out in British Standard (BS) 5228:2009+A1:2014 - Code of practice for noise and vibration control on construction and open sites – Part 1: Noise & 2: Vibration <p><u>Mitigating operational noise and vibration impacts</u> EWR state that there are several design and other considerations that would have a bearing on operational noise and vibration from the project. These include:</p> <ul style="list-style-type: none"> Low-impact route alignment – seeking to develop a railway that avoids tight corners and gradients as far as reasonably practicable, to help to minimise noise impacts during operation. Also aiming to keep the track low in the landscape where possible to help reduce the spread of noise. Screening – in areas where further noise reduction is needed, physical screening proposed using the landscape, earthworks or acoustic barriers. Track design – the design of the track itself and the alignment and level of the railway affect the characteristics of noise and vibration from passing trains. Measures that use mass, stiffness and damping within the track components can be applied to mitigate the noise and vibration emissions from the tracks. Train fleet – the procurement of railway vehicles would be informed by several factors, including noise and vibration. Structure design – seeking to reduce noise (as well as other negative impacts such as light pollution) in the way they locate and design new structures that either give rise to noise and vibration or otherwise affect its transmission. This would include EWR facilities, such as stations, realigned roads and other structures. <p>Noise insulation – where other forms of mitigation (operational at source) have been considered but noise disturbance above trigger levels remains, EWR will provide noise insulation measures (at receptors) in line with the relevant Noise Insulation Regulations (Noise Insulation Regulations (Railways and Other Guided Transport Systems) 1996).</p>	<p>Guided Transport Systems) 1996) it is assumed this will include consideration of the following:</p> <p><i>Compensation and insulation:</i> The Council understands that if certain criteria are met for new or additional works to a railway system, the promoter of the scheme can offer secondary glazing and alternative ventilation for habitable rooms of dwellings so affected. In addition, Part 1 of the Land Compensation Act provides for monetary compensation to those homeowners affected by the new or altered railway recognising any loss in value of the home that has occurred by the opening of the new or improved railway. This assessment is purely subjective, carried out by surveyors, and claims have to be made within a certain time period. Further information on this should be provided.</p> <p>It is also the Council's understanding that the Noise Insulation Regulations referred to consider airborne noise threshold / trigger levels based on the movement of trains / rolling stock using, or expected to use, initial works, additional works or altered works, as the case may be, by use of the method of calculation specified in a technical memorandum entitled 'Calculation of Railway Noise (1995)'. The Council's view is that the Noise Insulation Regulations 1996, as referred to consider airborne noise threshold / trigger levels based on quite dated research and older guidance on health / quality of life and similar impacts.</p> <p>The following should also be referred to:</p> <ul style="list-style-type: none"> BS8233: 2014 – 'Guidance on sound insulation and noise reduction for buildings' – to be considered in relation to suitable noise levels in internal habitable rooms and outdoor amenity areas. World Health Organisation noise guidelines: (WHO) 'Environmental Noise Guidelines for the European Region (2018)', which complement the "Night Noise Guidelines" (WHO-2009) and supersede the outdoor noise recommendations from "Guidelines for Community Noise" (WHO- 1999) although the 1999 guidelines for internal noise remain valid. BS 4142:2019 – Methods for rating and assessing industrial and commercial sound - for separate fixed / standalone potential sources of noise such as fixed plant / equipment then it is assumed that will be used. Local Environmental Health requirements relating to construction / demolition and operational artificial lighting, contaminated land, noise / sound, air quality impact assessment and mitigation as required, shall be in accordance with the scope, methodologies of relevant sections of the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020)' https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd and in particular section 3.6 - Pollution (pages 76-144) and the following associated appendices: 8: Further technical

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
				<p>guidance related to noise pollution (pages 230-256).</p> <ul style="list-style-type: none"> • Due regard should also be given to relevant and current up to date Government / national and industry British Standards, Codes of Practice and best practice technical guidance.
NV.5	Noise and vibration (CCC)	Fact Sheet- Our approach to freight	<p>It is stated that within EWR current proposals, and without additional investment beyond the project, EWR would allow for up to two new freight services per day in each direction from Felixstowe via Cambridge through to Oxford and beyond. Also noted that there may be opportunities for other construction or aggregates traffic to run as well as freight. Although not specifically mentioned in other noise / vibration fact sheets, the potential noise and vibration impact of these new / additional sources of freight should be assessed – both temporary (construction) and long term (operational), including hours of use.</p>	Potential impacts to be assessed, and EWR Co. to establish engagement with the Council.
NV.6	Noise and vibration (CCC)	<u>Fact Sheet - Our approach to the environment</u>	<p>EWR's Environmental Sustainability Strategy is noted, welcomed with the following six pillars:</p> <ul style="list-style-type: none"> • Natural environment • Carbon • Climate resilience • Historic environment and landscape • Circular economy • People & community <p>We are aware of The Rail Safety and Standards Board (RSSB) which we understand is an independent safety, standards and research body for Great Britain's rail network. They work across Britain's evolving railway to improve safety, efficiency, customer satisfaction and sustainability.</p> <p>RSSB have published a Sustainable Rail Blueprint (November 2023) which we understand is an industry-wide blueprint for realising sustainable rail. (the-sustainable-rail-blueprint.pdf https://www.rssb.co.uk/-/media/Project/RSSB/RssbWebsite/Documents/Public/Public-content/Sustainability/the-sustainable-rail-blueprint.pdf)</p> <p>The Blueprint sets out 11 sustainable rail topics, across emissions, natural environment and social sustainability (listed below) with six common solutions identified as the primary enablers of sustainable rail, as follows:</p> <p><u>Emissions</u></p> <ul style="list-style-type: none"> • Net Zero Carbon - Rail A railway that's central to delivering a net zero economy by 2050. • Clean Air - A railway that supports a positive impact on local air quality. • A Quieter Railway - A railway that manages noise and vibration to protect the health and wellbeing of its colleagues, customers and local communities. <p><u>Natural Environment</u></p> <ul style="list-style-type: none"> • Prepared for a Changing Climate - A railway that's resilient to extreme weather and prepared for a changing climate. • A Railway for Nature - A railway that supports a thriving natural environment, for the benefit of people and wildlife. • Zero Waste - A railway that uses resources efficiently and supports a collaborative circular economy. • Protect & Conserve Water - A railway that uses water sustainably and supports improved water quality. <p><u>Social Sustainability</u></p> <ul style="list-style-type: none"> • Maximising Social Value - A railway that's committed to the creation and maximisation of social value. • Rail at the Heart of Communities - A railway that engages and empowers its communities. • Careers, Economy & Sustainable Growth - A rail industry that's resilient and innovative, providing good jobs and supporting sustainable economic development. • People-centred Rail - A railway that's inclusive and accessible, and committed to the wellbeing of colleagues, customers and local communities 	<p>Is EWR Co a member of the RSSB and does EWR's Environmental Sustainability Strategy generally align with RSSB's Sustainable Rail Blueprint?</p> <p>Have EWR sought advice from and has the project been endorsed by RSSB?</p>
NV.7	Noise and vibration	Environmental Update Report	<u>Addenbrookes to Long Road bridge</u>	Mitigation to be assessed, and EWR Co. to establish engagement with the Council.

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
			The submissions states that North from Addenbrooke's Road the project would pass the medical facilities of Addenbrooke's and Royal Papworth hospitals, as well as school (St Marys School Playing Field CB2 8PS, college (Long Road Sixth Form College -CB2 8PX) and various commercial facilities. The biomedical campus accommodates vibration-sensitive facilities, including the Microbiological Research Centre laboratory and the Ann McLaren Building. It is stated that the noise and vibration impacts of trains passing these facilities is an important focus of ongoing assessment.	
NV.8	Noise and vibration	Environmental Update Report	<p>It is not clear why Scholars Court is the only noise sensitive residential type premises identified as been assessed for the need for potential noise mitigation. There are numerous other residential type premises (mainly flats / apartments) in this area at similar distances from the existing railway track as Scholars Court. This includes residential type premises entering Cambridge before and after Hills Rd bridge and around Cambridge Central Station. These include but are not limited certain address points within the following streets:</p> <ul style="list-style-type: none"> • Homerton Gardens • Purbeck Road • Homerton Street • Glenalmond Avenue • Glenalmond Avenue • Station Place • Rustat Avenue • William Smith Close • Swanns Terrace 	Mitigation to be assessed, and EWR Co. to establish engagement with the Council.
NV.8	Noise and vibration	Environmental Update Report	<p><u>Cherry Hinton turnback</u> The Council are concerned about the proximity of the proposed Cherry Hinton turnback to nearby residential areas, with housing on both sides of the existing railway track and the proposed turnback location, in the following street locations:</p> <ul style="list-style-type: none"> • Railway Street, Cherry Hinton • High Street, Cherry Hinton • Chartfield Road, Cherry Hinton <p>These properties are likely to currently experience infrequent train movements at very low speeds, therefore any current operational railway noise is likely to be very low level.</p>	Mitigation to be assessed, and EWR Co. to engage with the Council on the potential impacts and mitigation approach.
NV.9	Noise and vibration	Route Sections	It is noted large lengths of "noise mitigation (indicative)" are annotated on the submitted route plans and profile drawings as a thin purple line. However, no information is currently given as to the types/height/length construction or expected levels of attenuation / acoustic performance have been provided.	More detail required.
NV.10	Noise and vibration	Environmental Update Report	As part of the ongoing development of options, further assessments should be undertaken to determine the likely impacts / effects, their significance and appropriate sound, noise and vibration mitigation strategies to address these as necessary. However, we note that it is stated that the EWR proposals will comply with the Noise Policy Statement for England. This policy aims to not only avoiding significant adverse impacts on health and quality of life but also the mitigation and minimization of adverse impacts on health and quality of life and where possible, contribute to the improvement of health and quality of life.	Impact assessments should be carried out for both construction and operational impacts for all the additional noise sensitive locations identified above. This list is by no means exhaustive and there may be other noise sensitive premises both residential and educational or similar.
NV.11	Noise and vibration	Environmental Update Report	<p><u>Cambridge station current noise - new train reception, parking / stabling and carriage servicing sidings / platforms</u> It is understood that existing formal railway sidings in this area are divided by Mill Road Bridge into a 'north yard' and 'south yard'. There may be other informal type sidings not used for any specific purpose. New train reception, parking / stabling and carriage servicing sidings / platforms (effectively like new platforms) were recently constructed in the 'south yard' sidings on the eastern far end of the main station on railway land (under and to either side of the Carter Cycle / Pedestrian Bridge) and became operational in March / April 2021. It is understood these sidings / platforms are considered permitted development and did not require any planning permission. Since commencement of operation, the City Council Env Health service has received a number of noise complaints (at least nine to date) from residents living in the in apartments / flats on Rustat Avenue (Bailey, Lichfield and Adams House) directly opposite and</p>	EWR to work closely with Network Rail and other service providers (Greater Anglia and Govia Thameslink Railway) to consider and seek to secure any such environmental improvement opportunities in relation to this noise and reduce existing adverse noise impacts.

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
			overlooking the railway in this area. The trains and carriages currently park / stable in this area and undergo some servicing during the late evening and night-time period. This has resulted in complaints about idling trains and noise associated with 'high-pitched' / 'buzzing' sounds from electrical plant (continual when present) and from compressors / compressed air systems activating (intermittently throughout the night). Allegedly the noise levels and nature / features of the sound are preventing sleep and or when awoken it is not possible to sleep, especially with external windows open for normal ventilation purposes. The noise complaints are subject to an ongoing statutory noise nuisance investigation. There are also ongoing meetings / discussions with Greater Anglia and Govia Thameslink Railway and consideration of possible management / engineering options to mitigate the noise to acceptable levels. Any potential increase in the intensification of use of these new train reception, parking / stabling and carriage servicing sidings / platforms and facilities as a result of any additional EWR services should be included in any noise impact assessment as part of the Environmental Statement.	
NV.12	Noise and vibration	Environmental Update Report	<u>Cambridge station current noise - train wash and enclosure (not shown on submitted plans)</u> A relocated / new train wash enclosure has recently been completed immediately to the North of Mill Road on railway land that was previously sidings. The train wash was in the main considered Permitted Development under the planning regime (did not require full permission) so there was limited consideration of noise as a material planning consideration. Therefore, the train wash facility has very few planning related operational noise restrictions or controls. It is understood that it will mainly operate during the late evening (1900 to 2300hrs) and early nighttime (2300 to 0700hrs), hours when trains are out of service, the most noise sensitive time of day. Although noise impacts, as assessed, indicate that unacceptable noise impacts should not arise, noise prediction is not an exact science and therefore, the true / actual impact of the train wash operation is yet to be confirmed / established. Any increase in the intensification of use of the new train wash as a result of any additional EWR services should be included in any noise impact assessment as part of the ES.	EWR Co. to work closely with Network Rail in relation to this source of noise and reduce potential future adverse noise impacts.
PROW.1	Public Rights of Way (PROW)		The Council is not the statutory consultee for this subject area. EWR are expected to consult Cambridgeshire County Council on this matter regarding the proposal (the site and any associated infrastructure that falls within Cambridgeshire County Council's administrative boundary. The Council would defer to Cambridgeshire County Council for a detailed response. However, the impact of the construction and operation phases on the effective and enjoyable use of the PROW network, and opportunities for enhanced accessibility through the design and thoughtful implementation of the project is a matter of interest to the Council and it therefore reserves the right to comment on this subject through technical working groups and future consultation.	
RW.1	Route wide matters	Environmental Update Report	It is an expectation that all indirect and cumulative impacts of the project are assessed, as well as impact interactions and inter relationships.	
RW.2	Route wide matters	Technical Report	<u>Section 14.3 – EWR Co's approach to freight</u> It is understood that the potential for rail freight is a large part of the economic growth case for EWR. The existing freight proposals appear to be fairly limited, and it is understood that there is significant potential for freight expansion on EWR, but this is currently restricted by capacity constraints along the line such as at Haughley junction near Ipswich and dualling of the line to east of Cambridge, but also to the west and north of the line. The Council would like further information on the constraints to future freight expansion, the level and nature of future the freight activity along the EWR route and to understand whether these have been taken this into account in current mitigation proposals.	More details required.
RW.3	Route wide matters	Technical Report	The project presents an opportunity to explore opportunities for infrastructure that could share the corridor (e.g. digital infrastructure or potable water pipelines). In particular, the Council believes that opportunities for enhancing NMU access between the city and the Countryside alongside the railway should be explored fully.	Further engagement with wider stakeholders needed.
TT.1	Traffic and transport		The Council is not the statutory consultee for this subject area. EWR are expected to consult Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority (CPCA) as Transport Authority. The Council would defer to Cambridgeshire County Council and the CPCA for a detailed response concerning the projects contribution to the delivery of the objectives within the Local Transport and Connectivity Plan. The Growth plans for Greater Cambridge outlined in the emerging Joint Local Plan and the commitments from both Councils to maximise sustainable travel options to achieve sustainable growth objectives means that the Council reserves the right to comment on this subject through technical working groups and future consultation.	

Item no.	Topic area	Consultation material	Key issues and comments	Proposed mitigation measure and actions for EWR Co. to address
T.1	Trees	Environmental Update Report Technical Report	Other than an overview of nearby woodlands and pockets of trees potentially being classed as ancient or important in respect to habitat as part of certain sections of the route, overall, there is limited information and data provided regarding trees to reflect the potential impact by the EWR route. This is also reflected in images (figures) as part of the Technical Report not showing complete tree cover, only pockets of woodland or tree groups.	Detailed information on existing trees, trees with TPO's, tree removal and retention and compensatory planting must be provided.
WRFR.1	Water resources and flood risk	The Council is not the statutory consultee for this subject area. EWR are expected to consult Cambridgeshire County Council on this matter regarding the proposal (the site and any associated infrastructure that falls within Cambridgeshire County Council's administrative boundary. The Council would defer to Cambridgeshire County Council for a detailed response. However, the Council reserves the right to comment on this subject through technical working groups and future consultation.		

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Greater Cambridge Local Development Scheme (local plan timetable)

To:

Cllr Katie Thornburrow, Executive Councillor for Planning, Building Control and Infrastructure
 Planning and Transport Scrutiny Committee, 14 January 2025

Report by:

Stephen Kelly, Joint Director of Planning
 Email: Stephen.Kelly@greatercambridgeplanning.org

Wards affected:

All

Director Approval: Stephen Kelly, Joint Director of Planning confirms that the report author has sought the advice of all appropriate colleagues and given due regard to that advice; that the equalities impacts and other implications of the recommended decisions have been assessed and accurately presented in the report; and that they are content for the report to be put to the Executive Councillor for decision.

1.	Recommendations
1.1	It is recommended that the Executive Councillor for Planning, Building Control and Infrastructure agrees that: <ol style="list-style-type: none"> 1. The Greater Cambridge Local Development Scheme (local plan timetable) 2025 at Appendix 1 be confirmed as the Local Plan Timetable 2. The Greater Cambridge Local Development Scheme (local plan timetable) 2025 be shared with Government and be published on the Greater Cambridge Planning website, superseding the Greater Cambridge Development Scheme 2022.
2.	Purpose and reason for the report
2.1	This report provides an update regarding the Local Development Scheme (LDS), which is a timetable for the production of new or revised development plan documents that set out the planning policy framework for Greater Cambridge. It is prepared jointly between South Cambridgeshire District Council and Cambridge City Council as the plans in preparation are both joint plans for the authorities' combined area. The Councils are required to keep the Timetable up to date.

	<p>The latest formal LDS was agreed by the Councils in 2022. Updates to the Timetable were agreed in March 2024 and subsequently in November 2024. For the November 2024 Timetable Update, the Councils agreed a draft revised timetable for the Local Plan, and also agreed that an updated formal Greater Cambridge Local Plan Timetable be brought to Members in spring 2025 once there was clarity on the transitional date for plans under the current plan-making system to be submitted, and also on the outcome of the Cambridge Waste Water Treatment Plant Development Consent Order.</p> <p>Since November 2024, on 12th December government confirmed a new National Planning Policy Framework, and also confirmed the transitional date for plans under the current plan-making system to be submitted. On 13th December, Deputy Prime Minister and Secretary of State for Housing, Angela Rayner, sent a letter to all Local Planning Authorities requiring them to review and update their timetables for getting an up to date plan in place within 12 weeks. This report confirms the revised timetable to meet that deadline. An update for the North East Cambridge Area Action Plan will be confirmed subsequently.</p>
3.	Details
	<u>Background: Local Plan Timetable, March 2024 and November 2024 Timetable Updates</u>
3.1	<p>Authorities are required to prepare a Local Plan Timetable (previously called the Local Development Scheme (LDS), a change made by the Levelling Up and Regeneration Act 2023) that identifies the expected timings for the production of new or revised development plan documents that set out the planning policy framework for Greater Cambridge. The Councils are required to keep the timetable up to date- and once the local plan timetable has effect, the local planning authorities must comply with it. The latest formal timetable was agreed by the Councils in 2022. That document listed expected future timings for the emerging Greater Cambridge Local Plan (GCLP) and North East Cambridge Area Action Plan (NECAAP), both being prepared jointly between South Cambridgeshire District Council and Cambridge City Council. The timings set out in the 2022 LDS are now out of date or cannot be met and will need to be updated once there is sufficient certainty to identify formal revised programmes.</p>
3.2	<p>An update was initially made regarding the timetable in March 2024 via an Addendum to the 2022 LDS. The initial Addendum noted continuing uncertainties regarding key external dependencies for the emerging Greater Cambridge Local Plan (GCLP) - in particular relating to water availability and transport strategy, as well as to the (now previous) Government's programme for Greater Cambridge. It also had regard to the proposed new plan-making system and a transitional date applying at that time for plans to be submitted under the current plan-making system of end June 2025. Noting these uncertainties and that it would not be feasible to submit the GCLP by end of June 2025, the initial LDS Addendum included an indicative revised timetable for</p>

	preparing the GCLP under the proposed new plan-making system, which would achieve the start of a formal 30-month process by autumn/winter 2025.				
3.3	A further update was made regarding the timetable in November 2024 via an updated Addendum to the LDS. The Addendum notes that the new government was proposing to change the previously stated cut-off date for submitting Local Plans for Examination under the current system to December 2026, and proposes a revised draft GCLP plan making timetable that achieves that deadline, also recognising that the introduction of the proposed new plan-making system is delayed. This is a draft timetable subject to the new transitional date being confirmed by government following consultation on amendments to the National Planning Policy Framework (NPPF). The report recommended that the Local Plan Timetable - for the GCLP and also the North East Cambridge Area Action Plan (NECAAP) - should be fully updated in spring 2025, once the government had reported its response to the current consultation on proposed NPPF revisions and confirmed the transitional date, and once the Cambridge Waste Water Treatment Plant (CWWTP) Development Consent Order (DCO) outcome is known.				
3.4	Subsequent to the November 2024 timetable update, on 12 th December, Government confirmed a new National Planning Policy Framework, and also confirmed the transitional date for plans under the current plan-making system to be submitted. On the same day, Deputy Prime Minister and Secretary of State for Housing, Angela Rayner, sent a letter to all Local Planning Authorities requiring them to review and update their timetables for getting an up to date plan in place within 12 weeks.				
	<u>Confirmed GCLP timetable</u>				
3.5	Drawing on the clarity provided in relation to the transitional date to submit plans under the current system, and the requirement to commit to a timetable within 12 weeks of 12 th December 2024, this report proposes that the draft revised Local Plan timetable agreed in November (and as set out below) be confirmed as the formal Local Development Scheme. If agreed, the Local Development Scheme will be shared with Government and be published on the Greater Cambridge Planning website, superseding the Greater Cambridge Development Scheme 2022 and Addendum.				
3.6	<p><u>Formal stages of GCLP timetable</u></p> <table border="1"> <tr> <td>Autumn/Winter 2025</td> <td>Draft Plan Consultation (Reg 18)</td> </tr> <tr> <td>Summer/Autumn 2026</td> <td>Proposed Submission Plan Consultation (Reg 19)</td> </tr> </table>	Autumn/Winter 2025	Draft Plan Consultation (Reg 18)	Summer/Autumn 2026	Proposed Submission Plan Consultation (Reg 19)
Autumn/Winter 2025	Draft Plan Consultation (Reg 18)				
Summer/Autumn 2026	Proposed Submission Plan Consultation (Reg 19)				

	Winter 2026 (by Dec 2026 as per current NPPF consultation)	Submission to Secretary of State for independent Examination (Reg 22)	
	<u>Key factors and assumptions relating to the confirmed timetable</u>		
3.7	The November 2024 Timetable Update provided an update regarding the primary external factors influencing the future GCLP timetable including water supply, the transport strategy, the North East Cambridge Area - Cambridge Waste Water Treatment Plant relocation (see more on this below), Cambridge 2040/Cambridge Delivery Group, East West Rail, as well as the new national plan-making system. While there is now clarity regarding the plan-making system, the updates provided in November on the other items remain substantively up to date.		
3.8	The November 2024 Timetable Update report reported on key assumptions relating to the abovementioned external factors, and also noted that the revised draft timetable was a challenging one in terms of the practicalities of developing the plan, being based is based upon a number of assumptions about internal Council processes. It is important to note that the timetable proposed to be confirmed remains challenging, including being dependent upon the assumptions identified in the November report.		
	<u>North East Cambridge Area - Cambridge Waste Water Treatment Plant (CWWTP) relocation</u>		
3.9	Effective and efficient development of the North East Cambridge site is dependent on the relocation of the Cambridge Waste Water Treatment Plant (CWWTP) via a separate Development Consent Order (DCO) process that Anglian Water is undertaking. Publication of the Proposed Submission version of the GCLP is dependent on the outcome of the DCO process; this is the same for the NECAAP, noting that the Councils agreed in January 2022 a Proposed Submission NECAAP for future public consultation, contingent upon the separate Development Control Order being undertaken by Anglian Water for the relocation of the Waste Water Treatment Plant being approved.		
3.10	The November Timetable Update report noted that that the deadline for the CWWTP DCO decision had been amended to 12 January 2025, and that, if approved there would follow a 6 week judicial review period. If no request for judicial review is received within that period then the decision will be confirmed.		
3.11	At the time of writing this decision has not been issued. A verbal update on the DCO decision will be provided at the meeting, noting that if the DCO is approved, the judicial review period will not have concluded at that point. As per the November Timetable Update report therefore, the Councils will need to reflect on the Secretary of State's decision on the DCO once confirmed. A further report will be brought to members confirming the future of the NECAAP once timings are clearer, taking into account the		

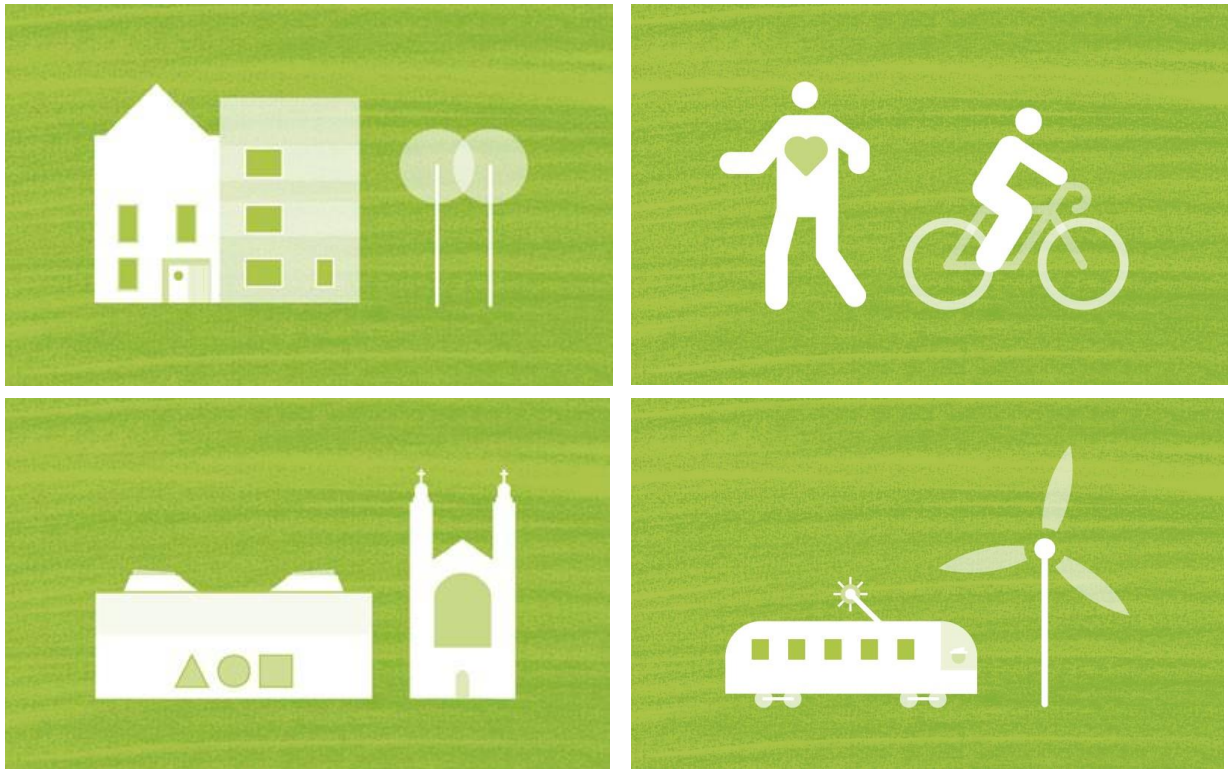
	other issues raised in this report. This will be done in the context of seeking to provide a clear planning framework for this key strategic site as soon as possible.
	<u>Additional issue: Extending the plan period: Plan period</u>
3.12	The November Timetable Update report advised that the NPPF requires that “Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities”. The emerging GCLP plan period used so far has been 2020 -2041, which would be NPPF compliant assuming adoption no later than 2026 as in the 2022 LDS. Given the external factors explored in the November Timetable Update which have delayed the plan’s progress, and the revised timetable set out in this report, officers are exploring an appropriate revised plan period to ensure NPPF compliance. This process is ongoing, and will be confirmed in a Member update in due course.
4	Corporate plan
4.1	There is no decision to be made as part of this report in relation to the content of emerging development plans. The Local Plan and NECAAP will both contribute to meeting the corporate plan’s priorities via policies addressing a wide range of environmental, social and economic issues.
5.	Consultation, engagement and communication
5.1	Consultation and engagement are a key element of the plan making. Consultation already undertaken will inform the draft Local Plan. Future stages of the Local Plan and NECAAP, whenever they take place, will involve consultations meeting the Councils’ Statement of Community Involvement.
6.	Anticipated outcomes, benefits or impact
6.1	The report has no immediate impacts or outcomes given that it recommends approval of a draft revised Local Plan timetable, to be confirmed in 2025.
7.	Implications
7.1	Relevant risks
	<p>Providing a revised timetable for the new plan ensures that the Councils comply with the national requirement to keep the Local Plan timetable up to date.</p> <p>It is recognised that continued delay in the preparation of the plans, due to external factors outside the Council’s control, adds to the risk that significant development proposals will come forward ahead of the adoption of a new comprehensive local planning policy framework. To manage that risk, officers continue to identify, propose and develop interim policy measures. Further, more detailed, risks are identified in paragraphs 4.3.4-4.3.5 of the November 2024 Timetable Update Report. Officers will</p>

	continue to keep all these risks under review as the plans progress and identify appropriate mitigation as may be necessary.
	Financial Implications
7.2	The Shared Planning Service programme for the Local Plan is being jointly funded by Cambridge City Council and South Cambridgeshire District Council. The impact of some of the issues identified in this report were not explicitly anticipated at the time that the original budget for the Local Plans were set. Nevertheless, the service has to date managed its costs within the existing budget envelope. Some additional funding has already been identified by the Government to support engagement with the Council on its ambitions for growth. In the event of significant additional work being required as a result of the wider issues identified above, the service will need to review the available budget for the Local Plan against its other ongoing priorities.
	Legal Implications
7.3	There are no legal implications arising from the report.
	Equalities and socio-economic Implications
7.4	There is no decision to be made as part of this report in relation to the content of emerging development plans. The development plans will each be subject to Equalities Impact Assessment at each stage during their development.
	Net Zero Carbon, Climate Change and Environmental implications
7.5	There is no decision to be made as part of this report in relation to the content of emerging development plans. Notwithstanding, development plans provide an opportunity to address the aspects of the environment that can be influenced by the planning system. These aspects will be considered by a range of evidence including via a Sustainability Appraisal as the plans are prepared. One of the big themes for the Greater Cambridge Local Plan identified in The First Proposals is climate change. Evidence has been produced to inform the plan, including a study on how the plan can assist with the journey towards net zero carbon.
	Procurement Implications
7.6	There are no procurement implications arising from the report.
	Community Safety Implications

7.7	There is no decision to be made as part of this report in relation to the content of emerging development plans.
8.	Background documents Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985
8.1	<ul style="list-style-type: none"> • Greater Cambridge Local Development Scheme incorporating Local Plan Timetable Update, November 2024 • Greater Cambridge Local Plan Timetable Cabinet Report, November 2024 • Government response to the proposed reforms to the National Planning Policy Framework and other changes to the planning system consultation
9.	Appendices
9.1	Appendix A: Local Development Scheme (local plan timetable) 2025
	<p>To inspect the background papers or if you have a query on the report please contact</p> <p>Jonathan Dixon - Planning Policy Manager Telephone: 07514 925952 jonathan.dixon@greatercambridgeplanning.org</p> <p>Caroline Hunt – Strategic Planning Manager Telephone: 07849 824745 caroline.hunt@greatercambridgeplanning.org</p>

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Greater Cambridge Local Development Scheme (local plan timetable)



January 2025

Cambridge City Council

PO Box 700,
Cambridge, CB1 0JH

South Cambridgeshire District Council

South Cambridgeshire Hall, Cambourne
Business Park, Cambridge, CB23 6EA

This updated Greater Cambridge Local Development Scheme (local plan timetable) 2025 was approved by:

Cambridge City Council

Executive Councillor for Planning, Building Control and Infrastructure, following debate by the Planning and Transport Scrutiny Committee – 14 January 2025

South Cambridgeshire District Council

Cabinet – 14 January 2025

It took effect from XX.

Greater Cambridge Local Development Scheme (local plan timetable) 2025

Introduction

1. The Planning and Compulsory Purchase Act 2004, Section 15 requires that Local Planning Authorities must prepare and maintain a document to be known as their Local Development Scheme (noting that the [Levelling Up and Regeneration Act 2023 \(Schedule 7, 15B\)](#), which was enacted in 2023, but which will be brought into force at a future date, updates this requirement to prepare and maintain a “local plan timetable”). This Local Development Scheme provides information on the Development Plan Documents that the Councils intend to produce and sets out the timetable for their production.
2. The Local Development Scheme (LDS) is designed to help the local community and all our partners interested in development and the use of land and buildings in Greater Cambridge to understand what plans the Councils intend to produce.
3. Cambridge City Council and South Cambridgeshire District Council (“the Councils”) have committed to work together to prepare a new Local Plan for Greater Cambridge. They have also committed to prepare jointly an Area Action Plan for North East Cambridge.
4. This LDS is therefore prepared and agreed jointly by both Local Planning Authorities. This LDS updates and replaces the LDS adopted in 2022, together with the Addenda added to it in March and November 2024.

What new Development Plan Documents are to be prepared?

Context

5. The plans and timetables addressed in this version of the LDS are based on the current plan-making system. The Levelling Up and Regeneration Act was given Royal Assent in November 2023, which proposes changes to the plan-making system. On 12th December 2024, Government confirmed a new National Planning Policy Framework, and also confirmed a transitional date for plans under the current plan-making system to be submitted of December 2026.
6. The LDS uses seasons in the timetables for plan making. These are using standard definition as used by the Meteorological Office as set out below. Where a key stage falls in Winter of a particular year, it will be followed by brackets saying ‘late’ for December and ‘early’ for January to February to

avoid confusion about the part of the year involved.

Spring	Summer	Autumn	Winter
March to May	June to August	September to November	December to February

Greater Cambridge Local Plan

7. The Councils have committed to work together to prepare a new Local Plan, for the combined area of Cambridge and South Cambridgeshire, described as “Greater Cambridge”. The timetable for the Greater Cambridge Local Plan is set out below, which intends to submit a Local Plan under the current plan making system by December 2026.

North East Cambridge and Cambridge Waste Water Treatment Plant (CWWTP) Development Consent Order (DCO)

8. The Councils are also working together to prepare an Area Action Plan for the North East Cambridge area (the geographic extent of this area is shown at Appendix 1).
9. Effective and efficient development of the North East Cambridge site is dependent on the relocation of the Cambridge Waste Water Treatment Plant (CWWTP) via a separate Development Consent Order (DCO) process that Anglian Water is undertaking. The Councils agreed in January 2022 a Proposed Submission North East Cambridge Area Action Plan (NECAAP) for future public consultation, contingent upon the separate Development Control Order being undertaken by Anglian Water for the relocation of the Waste Water Treatment Plant being approved.
10. A decision by the Secretary of State regarding the CWWTP DCO is expected no later than 12 January 2025. If approved there would follow a 6 week judicial review period. If no request for judicial review is received within that period then the decision will be confirmed. Given the current position, this version of the LDS retains the NECAAP timetable agreed in August 2022, noting that it is out of date. This LDS will therefore be further updated confirming the future of the NECAAP once timings are clearer.

Neighbourhood Planning

11. Local communities have the power to influence the future of the places they live and work by preparing neighbourhood plans. When a neighbourhood plan has been successful at examination which is carried out by an independent examiner and a local referendum voted in support of the plan, the Council must adopt it as a ‘made’ neighbourhood plan as part of the development plan, and take it into account when it makes decisions on planning applications in the area, alongside other adopted development plan

documents.

- 12 As neighbourhood plans are not prepared by the Council and their timetables are dependent on the progress made by the community, timetables for their preparation are not included the LDS.

Greater Cambridge Local Plan timetable

Document title	Subject matter and geographical area	Chain of Conformity	Consultation	Publication of Proposed Submission DPD and public consultation	Submission and Examination of DPD	Adoption and publication of DPD
Greater Cambridge Local Plan	<p>Includes the Vision, Objectives and Spatial Development Strategy and policies for Greater Cambridge</p> <p>Prepared for the whole of the administrative areas covered by Cambridge City Council and South Cambridgeshire District Council</p>	Conformity with the NPPF	<p>Issues and Options (Reg 18)</p> <p>January 2020</p> <p>Preferred Option Consultation (Reg 18)</p> <p>Autumn 2021</p> <p>Draft Plan Consultation (Reg 18)</p> <p>Autumn/Winter (early) 2025</p>	<p>Proposed Submission Consultation (Reg 19)</p> <p>Summer/Autumn 2026</p> <p>Note: to follow the outcome of Cambridge WWTP DCO</p>	<p>Submission to Secretary of State for independent Examination (Reg 22)</p> <p>December 2026</p> <p>Note: subject to the outcome of Cambridge WWTP DCO</p>	Subject to progress of independent Examination

North East Cambridge Area Action Plan timetable: to be updated following outcome of CWWTP DCO

Document title	Subject matter and geographical area	Chain of Conformity	Consultation	Publication of Proposed Submission DPD and public consultation	Submission and Examination of DPD	Adoption and publication of DPD
North East Cambridge Area Action Plan	Vision and planning framework to ensure the coordination of development in the Cambridge Northern Fringe East development site and the Cambridge Science Park (see map at Appendix 1)	Conformity with the NPPF Compatibility with the adopted Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021	Issues and Options 1 (Reg 18) Winter 2014/2015 Issues and Options 2 (Reg 18) Spring 2019 Draft Area Action Plan (Reg 18) Summer 2020	Proposed Submission Consultation (Reg 19) Autumn 2024 Note: Proposed Submission plan agreed in January 2022 for consultation to follow the outcome of Cambridge WWTP DCO	Submission to Secretary of State for independent Examination (Reg 22) Summer/Autumn 2025 Note: subject to the outcome of Cambridge WWTP DCO	Subject to progress of independent Examination

Appendix 1:

Geographic extent of North East Cambridge Area Action Plan



Cambridge City Council

Record of Executive Decision

Huntingdonshire Local Plan (Regulation 18) Further Issues and Options consultation response

Decision of: Executive Councillor for Planning, Building Control and Infrastructure.

Reference: 24/URGENCY/P&T/16

Date of decision: 14/11/24

Date Published on website:22/11/24

Decision Type: Non-Key

Matter for Decision: To agree the proposed joint response to Huntingdonshire Local Plan (Regulation 18) Further Issues and Options, to enable the decisions to be processed and completed in time for the end of the consultation period.

Why the Decision had to be made (and any alternative options): The Huntingdonshire Local Plan (Regulation 18) Further Issues and Options consultation runs between 18 September and 27 November 2024. The contents of the Huntingdonshire Local Plan (Regulation 18) Further Issues and Options consultation could in principle impact on Greater Cambridge and have implications for the emerging joint Greater Cambridge Local Plan. The proposed response seeks to minimise negative and maximise any positive impacts of Huntingdonshire's Local Plan on Greater Cambridge. Given the proximity of Huntingdonshire to South Cambridgeshire, the contents of the Huntingdonshire Local Plan could in principle impact on the emerging joint Greater Cambridge Local Plan, and a joint response from Greater Cambridge is recommended.

Background: Huntingdonshire District Council (HDC) are at the early stage of preparing a new Local Plan; having consulted on Issues and Options in April – July 2023, to which joint responses were made by Cambridge City Council and South Cambridgeshire District Council.

HDC are now undertaking further issues consultation, and are currently consulting on the following documents:

- Further Issues and Options paper
- Land Availability Assessment
- Sustainability Appraisal

In addition, there is the opportunity to promote sites through the Call for Sites, which remains open until 31 December 2024.

Further Issues and Options paper

The Further Issues and Options paper sets out options for a series of issues that are key to the future planning of Huntingdonshire. These issues are structured into topic areas addressed in the following 11 chapters:

- Vision and Objectives
- Settlement Hierarchy
- Approach to Employment and Economy
- Housing Figures and Requirement
- Achieving well designed places
- Growth strategy options
- Our green and blue infrastructure
- Approach to climate change
- Tackling flooding and water
- Housing tenures and housing mix
- Transport and connectivity

The consultation document explores options within the above topics but doesn't currently include the preferred approach for the Greater Cambridge Councils to respond to. The Councils therefore have an opportunity to identify key cross-boundary matters they consider require active exploration by Huntingdonshire in the preparation of their Local Plan.

Land Availability Assessment

The Land Availability Assessment assesses over 400 sites submitted through the 2023 Call for Sites; there are no strategic scale sites close to the boundary with South Cambridgeshire.

Main Issues: The paragraph below identifies the points raised in the proposed response to consultation which is included at Appendix 2. The proposed response focuses comments on aspects that impact on Greater Cambridge rather than providing a general commentary on all elements of the forthcoming plan, which is a matter for Huntingdonshire District Council with their community and ultimately their inspector.

The proposed response identifies the following response points requiring future substantive engagement:

- The potential impact of the new Government's Cambridge Growth Company project under Peter Freeman and its ambition for a significant increase in economic activity across the Greater Cambridge geography and potential spillover effects on Huntingdonshire.

- The importance that Huntingdonshire District Council explore fully water supply issues, and stress the importance of ambitious water efficiency policies for both housing and non-residential development, particularly as part of Huntingdonshire district is served by Cambridge Water as is Greater Cambridge.
- Note merits of discussing potential cross-boundary green infrastructure opportunities.
- Note travel to work, housing market and economic connections, and encourage further engagement regarding these topics as well as on proposed strategic infrastructure projects including the A428 upgrade and East West Rail project and transport improvements around Huntingdon and St Ives to support future growth.
- Encourage Huntingdonshire District Council to adopt ambitious climate and biodiversity policy approaches in their new plan.

As a proposed joint response with Cambridge City Council, a mirror report is also being taken to Cambridge City Council.

Alternative options:

1. The options are:
 - a. Agree the proposed response to the consultation without amendments
 - b. Agree the proposed response to the consultation with amendments
 - c. Decide not to submit a response to the consultation – this option is not recommended as the plan would progress without awareness of potential impacts on Greater Cambridge

The Executive Councillor's decision:

- Agreed the proposed response to the consultation at Appendix 2
- Delegated authority to the Joint Director for Planning to agree any minor amendments to the response agreed by South Cambridgeshire District Council that are consistent with the response at Appendix 2.

Reason for the decision: as detailed above.

Scrutiny Consideration: The Chair and Spokesperson of the Planning and Transport Scrutiny Committee were consulted prior to the action being authorised, no adverse comments made.

Report: Appendix 1 - Background Papers and Appendix 2 - Huntingdonshire Local Plan (Regulation 18) Further Issues and Options consultation proposed joint response from Greater Cambridge.

Conflict of interest: [None].

Report Authors:

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Stuart Morris – Team Leader - Planning Policy & Strategy
Telephone: 07514 925 287

Appendix 1: Background Papers

Background papers used in the preparation of this report:

- Huntingdonshire Local Plan (Regulation 18) Further Issues and Options consultation materials are available online: [Huntingdonshire District Council Consultation Home - Keystone](#)

Appendix 2: Huntingdonshire Local Plan (Regulation 18) Further Issues and Options – proposed joint consultation response

This response to the Huntingdonshire District Council Further Issues and Options Paper (Regulation 18) consultation is made by Greater Cambridge Shared Planning on behalf of Cambridge City Council and South Cambridgeshire District Council, and focuses on matters which could impact on Greater Cambridge.

The recently elected Government has made clear its intention to review but continue with the former Government's "Case for Cambridge" project aimed at intensifying and accelerating economic growth in the Greater Cambridge area. It is not yet clear what this ambition, and the work of the Cambridge Delivery Company, will mean for areas beyond Greater Cambridge but it will be important for the HDC Local Plan to track potential spillovers from that work and to consider what it may mean for the decisions reached by the Council as it continues to develop its Local Plan.

The main issue we wish to raise is that it is very important that Huntingdonshire District Council considers fully water supply issues in the preparation of a new Huntingdonshire Local Plan, noting the severity of the issue in Cambridge Water's Water Resource Zone which covers part of Huntingdonshire and the whole of Greater Cambridge, and that the whole of the East of England region is under water stress as was set out in the Regional Water Resources Plan (2023). Water supply has been a key consideration in the preparation of the Greater Cambridge Local Plan.

We note that the Huntingdonshire Local Plan Further Issues and Options Paper references recent publication of an update to the Strategic Flood Risk Assessment (Level 1) and Water Cycle Study (stage 1). The new Local Plan must carefully

consider the water supply available from both Anglian Water's and the emerging Cambridge Water's Water Resources Management Plans, taking into account when new sources of supply such as the planned pipeline and Fens Reservoir are due to become operational; in particular in terms of the phasing of delivery and cumulative impacts of planned growth. Noting that rivers and catchment areas cross administrative areas, we consider it important that Huntingdonshire continue to engage with Greater Cambridge as well as the water companies, Water Resources East, and the Government's Water Scarcity Group on this critical issue.

Noting the water supply challenge, we would stress the importance of ambitious water efficiency policies which set out levels of water use for both housing and non-housing development.

For housing this should follow as a minimum the optional Part G Building Regulations level of 110 litres/person/day, but considering whether a lower level may be justified due to the level of water stress. We note that the Water Cycle Study notes that Huntingdonshire is in an area of serious water stress and there is sufficient justification for the tighter water efficiency target currently allowed for under building regulations of 110l/p/d (usage based on litres, per person, per day). The Greater Cambridge Local Plan First Proposals included [water efficiency standards](#) that went beyond what Local Authorities were able to require of 80 litres/person/day. Since then a Written Ministerial Statement in December 2023, announced a review of building regulations to allow local planning authorities to introduce tighter water efficiency standards in new homes. It stated that 'In the meantime, in areas of serious water stress, where water scarcity is inhibiting the adoption of Local Plans or the granting of planning permission for homes, I encourage local planning authorities to work with the EA and delivery partners to agree standards tighter than the 110 l/p/d that is set out in current guidance'.

For non-residential development, high water efficiency levels are also an important consideration, related to categories Wat 01 and Wat 03 of BREEAM. In the Greater Cambridge Local Plan First Proposals we include a requirement for full credits for category Wat 01 of BREEAM unless demonstrated impractical.

For Greater Cambridge the case for greater water efficiency in response to the level of water stress is so strong that there is a case for seeking the above approach to both housing and non-housing development, and this may also be the case in Huntingdonshire, at least for the area covered by Cambridge Water.

Aside from the water issue, we note the potential [Strategic Green Infrastructure initiatives](#) identified in our Local Plan evidence that could cross the administrative boundary between Huntingdonshire and Greater Cambridge, including the Great Ouse Fenland Arc and Western Gateway multifunctional GI corridor. We would welcome continued dialogue on this topic as our plans progress.

We also note that Huntingdonshire and Greater Cambridge have travel to work, housing market and economic connections, and that strategic infrastructure projects including the A428 upgrade and planned East West Rail route pass through both of our areas. We note that Cambridgeshire County Council are currently consulting on transport improvements around Huntingdon and St Ives to support future growth; these could impact existing routes serving the Greater Cambridge area and it is important these wider impacts be appropriately assessed and mitigated. The Councils value previous joint working with Huntingdonshire on these issues and will look to continue this as our respective plans and key infrastructure projects progress.

Beyond the above, in common with Huntingdonshire District Council, Cambridge City Council and South Cambridgeshire District Council have both declared climate emergencies. The Councils acknowledge the challenges faced by Huntingdonshire District Council in addressing the Climate Emergency. Given the cross-boundary (and indeed global) nature of both opportunities and impacts in relation to the climate and biodiversity emergencies, we encourage Huntingdonshire District Council to adopt ambitious climate and biodiversity policy approaches in their new plan, noting the approach taken within the Greater Cambridge Local Plan.

We note the publication of a Land Availability Assessment for consultation; the Councils would welcome continued dialogue on any site allocations which may impact on Greater Cambridge, including those close to the district boundary.

The Councils are already engaging with Huntingdonshire District Council under the Duty to Cooperate in relation to the Greater Cambridge Local Plan. We would welcome further dialogue with Huntingdonshire as our respective plans progress, including but not limited to the cross-boundary matters identified above.

Cambridge City Council

Record of Officer Delegated Decision

South Newnham Neighbourhood Plan – Receipt of Examiners Report and Decision to Proceed to Referendum

Decision taken:

1. That Cambridge City Council should act upon the conclusions in the Examiner's Report on the South Newnham Neighbourhood Plan (see Appendix 1) and that the Neighbourhood Plan should proceed to a referendum as set out by the national regulations
[Link to appendix 1](#)
2. the 'referendum' version of the South Newnham Neighbourhood Plan (as set out in Appendix 2)
[Link to Appendix 2](#)
3. the 'referendum' version of the South Newnham Neighbourhood Plan be given significant weight in decision making and that the area for the referendum should be the Neighbourhood.

Decision of: Stephen Kelly, Joint Director of Planning.

Reference: The scheme of delegation was considered and agreed by Cambridge Planning Transport and Scrutiny Committee (PTSC) on 28 September 2023. The scheme of delegation for decisions on any neighbourhood plans in Cambridge (as set out in the report to PTSC): takes account of the lessons learnt in South Cambridgeshire; is in accordance with national legislation and regulations; is in accordance with Cambridge City Council's constitution; and shares the responsibility across the Executive Councillor, the Joint Director of Planning, officers and full Council depending on the nature of the decision being made and taking account of any statutory timescales for decisions where they are imposed.

For decisions where an Examiner has recommended that the neighbourhood plan (with any necessary modifications) can proceed to referendum: the Joint Director of Planning makes decision on whether to send the neighbourhood plan to referendum, in consultation with the Executive Councillor for Planning, Building Control and Infrastructure.

Date of decision: 2 December 2024.

Matter for Decision:

The purpose of this report is to consider the conclusions of the Examiner's Report on the South Newnham Neighbourhood Plan, and whether those conclusions should be acted upon and therefore that the Neighbourhood Plan should proceed to referendum. This includes considering whether the Examiner's recommended modifications to the Neighbourhood Plan should be made, and whether the Council agrees that the Neighbourhood Plan meets the Basic Conditions.

As set out in the Legal Compliance Check (Appendix 3), the independent Examiner appointed to examine the Neighbourhood Plan has concluded that subject to a series of recommended modifications set out in his report that the submitted Neighbourhood Plan meets all the necessary legal requirements and should proceed to referendum. A 'referendum' version of the Neighbourhood Plan has been prepared taking account of the Examiner's recommended modifications. The 'referendum' version of the plan also includes some additional minor modifications to update parts of the plan.

[Link to appendix 3](#)

The draft South Newnham Neighbourhood Plan submitted to Cambridge City Council met the requirements in the legislation, and Cambridge City Council publicised the neighbourhood plan for more than 6 weeks, invited comments, notified any consultation body referred to in the consultation statement and sent the draft neighbourhood plan to independent Examination. Following the Examination, Cambridge City Council has determined that the 'Referendum' version of the South Newnham Neighbourhood Plan is ready for a public referendum (Schedule 4B of the Town and Country Planning Act 1990 (as varied by s38A & 38C of the Town and Country Planning Act)).

a. Consultation with South Newnham Neighbourhood Forum (the Qualifying Body)

Officers, in conjunction with South Newnham Neighbourhood Forum, have reviewed the Examiner's conclusions and recommended modifications, and officers and the Neighbourhood Forum have agreed each of the recommended modifications considered necessary by the Examiner for the Neighbourhood Plan to meet the Basic Conditions. Additional non-material modifications to the Neighbourhood Plan have been agreed with South Newnham Neighbourhood Forum.

This Decision Statement, the 'Referendum' version of the Neighbourhood Plan, and the Basic Conditions and Legal Compliance Check undertaken by officers have been shared with and agreed by South Newnham Neighbourhood Forum.

b. Consultation with the Executive Councillor for Planning, Building Control and Infrastructure.

This decision statement, the 'Referendum' version of the Neighbourhood Plan, and the Basic Conditions and Legal Compliance Check undertaken by officers have been

shared with the Executive Councillor for Planning, Building Control and Infrastructure.

Any alternative options considered and rejected:

Where an Examiner has concluded that the Neighbourhood Plan meets the Basic Conditions (with or without modifications) and is legally compliant, and therefore that the Neighbourhood Plan should proceed to referendum, the Council has limited options in how to respond. The options are as follows:

Option 1: Act upon the conclusions in the Examiner's Report, including making any recommended modifications to the Neighbourhood Plan, and proceed to referendum, provided that the Council confirms that the Basic Conditions have been met.

Option 2: Take a decision substantially different from the Examiner's conclusions, wholly or partly as a result of new evidence or fact, or a different view is taken by the Council as to a particular fact, including that the Council is unable to confirm that the Basic Conditions have been met.

Officers have concluded that Option 1 should be followed for the reasons set out in this Report. Officers agree with the Examiner's conclusions, including his recommended modifications to the Neighbourhood Plan, and agree that the Neighbourhood Plan should proceed to referendum. Officers have concluded that Option 2 should be rejected as there is no new evidence or fact, and officers are able to confirm that the Basic Conditions have been met.

Reason for the decision including any background papers considered:

The Examiner's Report on the South Newnham Neighbourhood Plan is dated 6 November 2024. The Examiner concludes that subject to a series of recommended modifications the Neighbourhood Plan meets all the necessary legal requirements and should proceed to referendum. He also recommends that the referendum should be held within the neighbourhood area only.

National regulations and planning guidance for Neighbourhood Plans require that the Council considers the conclusions of the Examiner's Report, and whether those conclusions should be acted upon and therefore that the Neighbourhood Plan should proceed to referendum. This includes considering whether the Examiner's recommended modifications to the Neighbourhood Plan should be made, and whether the Council agrees that the Neighbourhood Plan meets the Basic Conditions. The Council's decision must be published in a decision statement. This report is the Council's decision statement for the purposes of those regulations.

The Council will set a date for the referendum after the decision statement is published. Until the referendum takes place the Referendum version of the Plan will be given significant weight in decision making by the Council as stated by the government in their revised regulations.

Conflict of interest and dispensation granted by Chief Executive: None.

Comments: None.

Contact for further information: Lizzie Wood, Principal Planning Policy Officer, Greater Cambridge Shared Planning.